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INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
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A Comprehensive and Complete  
Record of the  
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is given in the  
HONGKONG WEEKLY  
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with which is incorporated the  
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# Hongkong Daily Press.

ESTABLISHED 1857

THE  
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FOR 1909.  
Complete Edition ... \$10.00  
Small ... 6.00  
Orders may be sent to the  
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No. 15,944. 號四十四百九千五萬一第 日一十月四年元統宣 HONGKONG, SATURDAY, MAY 29TH, 1909. 大拜禮 號九十二月五年九零百九千一英港香 PRICE, \$3 PER MONTH.

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**THE PIANO**  
36 YEARS' EXPERIENCE.

SATISFACTION GUARANTEED.

**S. MOUTRIE &  
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[a40-1]

**KOWLOON HOTEL**

THE ONLY FIRST CLASS

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SURROUNDED BY DELIGHTFUL GARDENS,  
Excellent Cuisine.

O. E. OWEN,  
Proprietor.

[a692]

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In Casks 375 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs. net \$3.45 per bag ex Factory  
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General Managers.  
Hongkong, 29th April, 1909. [a1647]

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FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.  
Situating in close proximity to the Harbour  
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.  
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M. MAILLE Proprietaires.  
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Hongkong, 1st April, 1909. [a549]

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(TELEPHONE 97).

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**WATERPROOF COATS**

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\$24.00 \$26.00 \$28.00 \$30.00 \$33.00 EACH.

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**REGULATION ARMY AND NAVY  
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**LANE, CRAWFORD & CO.**

Hongkong, 19th May, 1909. [a33]



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PILSENER BEER.**  
THE LEADING BEER IN THE  
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SOLE AGENTS:

**CALDBECK, MACGREGOR & CO.,**  
WINE & SPIRIT MERCHANTS.  
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Hongkong, 15th April, 1909. [a35]

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Isn't it worth something to know that your Prescription has been  
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obtainable, that it is just as the doctor wants it? You have  
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DAY AND NIGHT TELEPHONE: 492. [a39]

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BILLIARD TABLE MAKERS,  
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UNDERTAKE to Supply a First-class Full Sized BILLIARD TABLE, design  
No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels  
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heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible  
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12 Selected Ash Cues.  
1 Butt Rest with Patent Brass Head.  
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1 Mid Butt.  
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1 Cue Tip Fastener with File.  
1 Bottle Cue Cement.  
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2 Dozen Best White Chalk.

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of  
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Hongkong, 1st April, 1904. [572-1]

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DISINFECTANT



AND  
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**PULICIDE.**

MOST EFFECTIVE IN PREVENTING PLAGUE, CHOLERA, MALARIA, ETC.  
BY DESTROYING FLEAS, MOSQUITOES AND ALL NOXIOUS INSECTS  
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AS SUPPLIED TO AND RECOMMENDED BY THE SANITARY  
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**CHEAP. HARMLESS. CONVENIENT.  
EFFECTIVE.**

DIRECTIONS.—A teaspoonful (quarter pint) to be added to a pailful (three gallons) of water.  
To be used for washing floors, clothes, utensils, etc., etc.

**A. S. WATSON & CO.,  
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HONGKONG, CHINA AND MANILA.

CHEMISTS BY APPOINTMENT TO  
HIS EXCELLENCY THE GOVERNOR. [123]

**"CLAN MACKENZIE"**

**SCOTCH WHISKY.**

\$15.50 PER DOZ.

AN OLD MATURED WHISKY OF FINE MELLOW FLAVOUR.

AS SUPPLIED TO THE HOUSE OF COMMONS.

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TELEPHONE, No. 696.

THE LATEST COLONIAL NOVELS \$1.75 EACH  
OR 3 FOR \$5.00.

Within four Walls, by J. Blundell Burton.  
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The Love that Kills, by Coralie Stanton and  
Heath Hoskin.  
My Lady of Shadows, by John Oxenham.  
The Show Girl, by Max Pemberton.  
a32]

A NEW CONSIGNMENT OF

GOLF CLUBS.

GOLF BAGS AND GOLF

BALLS.

AYRES TENNIS BALLS, 1909.

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BALLS, 1909.

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String Band Plays during Dinner.  
Well Furnished Reception Rooms.  
Private Bar and Billiard Room for Hotel  
Residents.

Electric Lifts to each Floor.

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Telephones on every Floor.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES, Manager.

[a42]

**KING EDWARD HOTEL.**

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted; Electric Fans (if  
required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 24th July, 1905. [a651]

**"KINGSCLERE,"**

PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND

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Telephone No. 134.

Telegraphic Address: "SACHSOLA."

Electric Light, Hot and Cold Water

throughout. Billiard, Tennis, Croquet,

putting green and fine stabling for horses.

Proprietress, Mrs. G. SACHSE.

[a45]

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STANDING in its own grounds with Tennis

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Well Furnished Rooms, every home comfort.

Fine View of the Harbour.

Telephone, No. 690.

Apply to—Mrs. F. W. WATTS,

"Braeside," 20, Macdonnell Road.

Hongkong, 4th December, 1907. [a44]

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TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHEY, Proprietress.

A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort

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Table D'Hôte at Separate Tables.

MODERATE RATES.

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For Particulars, apply to

M. MATTHEY,

Proprietress.

Hongkong, 5th October, 1908. [a43]

**VICTORIA HOTEL**

SHAMEN—CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMEN."

SITUATED ON THE BRITISH CONCESSION.

**MACAO HOTEL.**

MACAO.

MANAGER—MR. H. N. BEAUREPAIRE.

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PRAYA GRANDE

Both Hotels electrically lighted, and under

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GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given

to Tourists.

REASONABLE RATES.

WM. FARMER,

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[a1623]

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(HOTEL-SANITARIUM OF SOUTH

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THE Hotel is under European manage-

ment and most strict supervision as to

food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desiring for

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

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Macao is 40 miles south-west of Hongkong.

Two steamers (s.s. *Sui An* and *Sui Tai*) daily to

and from Hongkong, and two steamers to and

from Canton, give easy communication with

both these centres.

Cable Address—"BOA VISTA."

For Terms, apply to

THE MANAGER.

[a196]

**KIALAT HOTEL,**

SWATOW.

IF you go to Swatow don't forget to stay

at the KIALAT HOTEL. Nice

Comfortable Rooms, excellent cuisine.

Situated five-minutes' run by rickshaw from

German Consulate.

Miss E. WILL

Proprietress

Swatow, 1st April, 1909. [a552]



## INTIMATION

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VERY OLD LIQUEUR  
**SCOTCH WHISKY**

BLEND OF THE FINEST PURE  
MALT WHISKIES DISTILLED  
IN SCOTLAND  
OF  
GENUINE AGE  
AND  
FINE MELLOW FLAVOUR.

PER DOZEN \$16.50

**ROBT. PORTER & Co's**  
**BULL DOG BRAND**  
GUINNESS' STOUT  
IN PINTS AND SPLITS.

**A. S. WATSON & CO.**  
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

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ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VOUX ROAD C LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, MAY 29TH 1909.

The little discussion which took place at the meeting of the Legislative Council Finance Committee on the item in the financial statement showing that the Government in 1908 incurred a loss of no less than \$164,000 on its depreciated subsidiary coinage, did not unfortunately suggest any early relief from an intolerable burden which all trading concerns in the Colony have for years past been suffering equally with the Government—or rather it should be said, to a much greater extent proportionately. Of the total sum of \$164,000 which the Government lost on subsidiary coinage last year, \$32,000 was the figure quoted again and again in the discussion as representing actual loss by redemption of these coins, but if \$114,000 represents the loss on the small coins shipped home and sold as bullion, a balance of \$50,000 remains to be accounted for. There are several public companies in Hongkong who have for years past been showing on their balance sheet a loss on subsidiary coins of over \$30,000 per annum, and they would much like to know when the Government propose to take effective action to put an end to this deplorable state of things. Notwithstanding that the Government are melting down a certain proportion of the subsidiary coins of the Colony which have received into the Colonial Treasury, the discount on subsidiary coinage in use in Hongkong still ranges from 6.80 to 8.50 per cent. As fast as Hongkong currency is withdrawn Chinese currency takes its place. Representations have repeatedly been made to the Chinese authorities with a view to inducing

them to limit the output of the Canton Mints, alike in the interests of the people of the province and the inhabitants of this Colony. The present discount on subsidiary coins is proof of the scant notice which has been taken of those representations. According to the Hon. Colonial Secretary, H.E. the Governor has tried to point out to the Chinese authorities "the error of their ways," but no indications were given in the course of the discussion of any confident hopes of early success in this direction. It is obvious that if we are to be rid of this burdensome tax upon the business of the Colony in the life time of the present generation the Government must renounce its attitude of dependence on the Chinese authorities of Canton, and take independent action in the matter. The Government has put to the test the recommendations made in the Minority Report of the Subsidiary Coinage Commission, and it is practically confessed that they have been without result. It was suggested in the Minority Report that "in the event of the negotiations with the Chinese authorities being without result the Committee be called together again six months hence to further deliberate." It was in November, 1907, that the Reports of the Committee were sent to the Government, but though the action taken by the Government in the meantime has failed to materially improve the position, the Committee has not been called together for further deliberation, so far as we are aware. We suggest that this step should be taken now. We do not know whether the suggestion made by the Minority was intended to be taken as intimating that if their recommendations failed to have the beneficial results anticipated they would be prepared to view more favourably the recommendations in the Majority Report. Both agreed upon the desirability of urging upon China the reform of her currency; but the Majority held that "until China has properly initiated a currency in accordance with economic principles, no proper agreement is even possible, and it is always probable that if one were entered into it would be evaded or abrogated, according as the profit therefrom might accrue to the authorities concerned." The Government might now consider whether the experience of the past eighteen months has not fully confirmed this view.

The French Mail of the 27th April was delivered in London on the 27th inst.

Two cases of plague, both fatal, were reported yesterday. One was from Kowloon city and the other from Yau-mai.

Marquis Katsura, the Premier of Japan invited Mr. Chiro, Foreign Editor of The Times and Dr. Morrison to lunch on the 26th. The s.s. Hongwan I. brought twenty deportees from Singapore yesterday. As soon as arrangements can be made they will be forwarded on to China.

There is likely to be a comparatively limited export of Mulva opium to China this year, as very large shipments were made some months ago, says an Indian paper.

Mr. Evelyn David, son of Mr. A. J. David of Hongkong and a nephew of Sir Sassoon David of Bombay, has gone to Shanghai to take charge of the local branch of Messrs. S. J. David & Co.

Six marine store dealers, who were charged before Mr. F. A. Hazeland at the Magistracy yesterday with making false entries in their books, were found guilty, and ordered to pay a fine of \$50 each.

The Public Works coolie and two others, who were charged with the larceny of 1,806 lineal feet of pipe railing from different roadways in Colony, were each sentenced by Mr. Hazeland at the Magistracy to six months' imprisonment with hard labour and six hours' stocks.

The Filipino leader Aguinaldo, who gave the United States so much trouble in the early days of the American occupation of the Philippines, has been induced to pay his first official visit to the Acting Governor at Baguio, the health resort of the islands.

One of the largest tobacco manufacturing concerns in the Far East, the El Oriente Cigar Factory of Manila, is threatened with enforced idleness through the strike of stickers and box labourers who are demanding an increase of wages. This means that 2,000 hands will be thrown out of employment.

To defray the cost of their new pavilion, the members of the Craigengower Cricket Club intend holding an open air concert at Happy Valley next Saturday night. A capital programme is being arranged, many well-known vocalists having consented to sing. For the accommodation of the public adequate arrangements are being made.

Mr. J. H. Kemp presided over a meeting of Justices of the Peace held at the Magistracy yesterday afternoon, and there were also present, Captain F. J. Badesley and Mr. C. D. Melbourne. The meeting was called to consider an application from K. Uysels for permission to enlarge the premises of the Sei Fui Row by adding the first, second and third floors of house No. 35, Connaught Road Central. There were no police objections, and the application was granted.

"May you not have a brief for another year? That is the best the Court can wish you." Such was the sentiment expressed by the Chief Justice, at the close of the hearing of the case at the Supreme Court yesterday, in bidding farewell to the Hon. Mr. Pollock, K.C., who leaves for home on holiday, to-day. His Lordship added the hope that Mr. Pollock would have a pleasant time during his twelvemonths' holiday.

Acting-Inspector O'Sullivan proceeded against the proprietor of the Queen's Hotel, before Mr. J. H. Kemp at the Magistracy yesterday, for allowing a disturbance on his premises calculated to disturb the peace and quietude of the neighbourhood. His Worship bound the defendant over in the sum of \$25 to come up for judgment when called upon, and warned him that he would be severely dealt with if he appeared in Court again on a similar charge.

A coolie, who was charged before Mr. F. A. Hazeland at the Magistracy yesterday with stealing two pieces of clothing from a washing ground at Kowloon-tong, told his Worship that he had been kidnapped and brought to the Colony. He was a stranger to the vicinity, and when passing the washing ground was attacked and beaten without cause. On the evidence his Worship found the charge proved, and sentenced the defendant to six weeks' imprisonment and six hours' stocks.

The services at the Roman Catholic Cathedral for Whitsunday commenced at eight o'clock in the morning by the celebration of Pontifical Mass by the Right Rev. Bishop Pozzani. Vespers will be held at five o'clock, at which there will be a benediction of the Holy Sacrament. On Whit Monday His Lordship the Bishop will administer the General Confirmation, followed by a Solemn High Mass. In the evening at five o'clock a Procession of the Virgin Mary will go round the compound.

Another story of the extraordinary impudence of the Chinese thief was told to Mr. F. A. Hazeland at the Magistracy yesterday, when two men were charged with breaking and entering a house in Ladder Street and stealing clothing and other articles to the value of \$24. The defendants are alleged to have taken their booty to the house of a Chinese detective, and instructed the houseboy that it was to be left until called for. Before the men called for the stolen property however, they were arrested and yesterday they appeared before the Court. After hearing the evidence his Worship sentenced the first defendant to three months' imprisonment and six hours' stocks, and discharged the second.

About 11.30 p.m. on Saturday last a fire broke out in the three-storied godown of Messrs. C. Bracco and Co., situated at the junction of Szechuen and Yungking Roads Shanghai. There was a good supply of water, and though it was impossible to save the contents of the godown, the firemen were successful in preventing the flames from spreading to the neighbouring premises. The wines and spirits stored in the upper storey of the building were totally destroyed and the groceries and provisions in the second and ground floors suffered considerable damage by fire and water. The contents of the building were insured with the New Zealand Insurance Company for \$14,600.

At the Magistracy yesterday Mr. J. H. Kemp ordered that Yau Kwai, foreman coolie on the Canton Steamers wharf, should receive \$5 out of the poor box. This was for gallant conduct in saving life. Some weeks ago we reported that two Chinese women, who were brought here from Canton, jumped into the sea from a steamer by which they were being returned, rather than go back to China. One of the women was drowned, but by the prompt action of Yau Kwai in jumping overboard, the other was saved. After rescuing the first, the foreman, continued to dive after the second woman, but was unable to find her. In presenting Yau with the \$5 Mr. Kemp commended him on his promptness, which was the means of saving the woman's life.

An advertisement headed "Expressing Gratitude" appears in the Shanghai papers reading:—"About two months ago I missed my second boy who is six years old. It appears that he was kidnapped, and on the 18th April, the kidnapper was taking him to Hongkong on board Messrs. Butterfield & Swire's steamer Chenan. Fortunately, when on board the steamer, Captain J. H. Brown's suspicions were aroused, and he detained my boy and handed him over to the authorities in Hongkong with the result that a photograph of the lad was sent back here for identification, which has led to my recovery of my son. Had it not been for this kind and provident action of the Captain, I believe I should not have been able to see my son again. I hereby insert this to express my heartfelt thanks to Captain Brown for the great favour he has done us.—HONG WAI-SANG, 6, Sungkiang Road, Shanghai."

## CHEUNG CHAU AS A HEALTH-RESORT.

Visitors to Macao know Cheung Chau pretty well by sight, but few people have been ashore on the island and are therefore unaware of its potentialities as a health-resort. This knowledge, however, has not escaped the missionary bodies in South China and a number of them have built houses on this little island, and there, when the heat of summer makes it impossible to work successfully in their various spheres of labour, they seek rest and recuperation on the breezy uplands of Cheung Chau. The missionaries who use these rest houses are mostly from Canton and the West River. At present eight houses have been completed.

## TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance, 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

## BRUTAL MURDER OF A TAOTAI.

SHAMEEN, May 27.

Taotai Lau Sze Kee was brutally murdered in his house last night.

The deceased, some time ago, was delegated by the Governor of Kwangsi to proceed to the United States for the purpose of inviting the Chinese settled there to subscribe funds for the promotion of manufacturing industries and agriculture in the province of Kwangsi. The Taotai had only recently returned to Canton, having succeeded in getting over two million dollars subscribed for these schemes.

## TRAGIC AFFAIR AT CANTON.

SHAMEEN, May 28th.

H. R. H. Appel, I. M. Customs, was found dead in his room about noon to-day. It is presumed that he committed suicide by shooting himself, there being a bullet wound through the heart.

## CRICKET.

ENGLAND v AUSTRALIA.

LONDON, May 27th.

The Test Matches commenced to-day.

Heavy showers of rain fell and the wicket was saturated.

Play started at five o'clock.

The Australians won the toss and Cotter and Bardsley were sent out to bat. When stumps were drawn the score stood at 22 for two wickets.

Individual scores were:—

A. Cotter	...	2
W. Bardsley	...	2
W. W. Armstrong	not out	10
V. Trumper	not out	7

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

## AN INTERESTING NAVAL RUMOUR.

LONDON, May 28th.

It is reported that Admiral Sir John Fisher, First Sea Lord of the Admiralty, will retire in October, and that he will be succeeded by Admiral Sir Arthur William Moore.

## ROOSEVELT'S BAG.

LONDON, May 28th.

Mr. Roosevelt up till the present has secured 86 big head of game, and 800 small.

## JAPANESE VISITORS IN EUROPE.

LONDON, May 28th.

Prince and Princess Kuni, Prince and Princess Nashimoto and Princess and Marquis Yamanouchi are at present in Berlin.

## BRITISH NERVOUSNESS DEPRECATED.

LONDON, May 28th.

A debate took place in the House of Commons on the motion to adjourn for the Whitsuntide recess. Sir Edward Grey deprecated nervousness regarding European politics. At present there was no question to cause friction between any two powers or between us and any power.

## AUSTRALIAN POLITICS.

LONDON, May 28th.

A Melbourne message announces that the Commonwealth Labour Ministry has been defeated by 39 votes to 30, as the outcome of the coalition of opposition parties under the leadership of the Hon. A. Deakin.

## ADMIRAL SIR JOHN FISHER UNDER CENSURE.

LONDON, May 28th.

In the House of Commons the Opposition called attention to the publication of confidential letters from naval officers, and alleged that Sir John Fisher, the First Sea Lord of the Admiralty, had been conducting a personal campaign by maintaining a system of espionage in the Navy in order to further his views, thus injuring discipline in the Service.

Mr. McKenna, First Lord of the Admiralty, replying said it was notorious that Admiral Sir John Fisher had many detractors and many enemies. He appealed to the House not to be misled by trumped-up charges based on the letters three years old into censuring a great man who had enjoyed the unreserved confidence of four successive First Lords of the Admiralty.

[FROM THE "CHUNG NGOI SAN PO."]

## CANTON-MACAO RAILWAY.

PEKING, May 28th.

The Portuguese minister in Peking has demanded that no parallel line should be built by the Chinese Government and that the Chinese Government should not interfere with the laws governing the running of trains.

## DESTRUCTIVE FIRE.

PEKING, May 28th.

A great fire broke out to-day in the capital of the province of Shantung. Forty houses were destroyed, and the damage is estimated at several million dollars.

## RESCUE IN THE HARBOUR.

Mr. H. S. Bovan, who made a heroic rescue during the memorable typhoon of 1906, effected another rescue in the waters of the colony last night. While in the water along with several members of a bathing party at Laichikok, he heard the cry "I'm drowning" come from a man who belonged to another party bathing in the same neighbourhood, the Y.M.C.A. party. At once he set out for the man in distress, and after swimming a distance of about fifty yards reached him as he was going down for the third time. By this time a boat had put off from the shore and into this the rescued man was placed in a more or less unconscious condition. It was learned that the man, Mr. Hinds, who was not able to swim, was learning with the assistance of a buoy. It was his practice to push the buoy a little distance from him and swim towards it. On this occasion apparently, the strong current had carried it further than he could swim, and when he found himself in difficulties Mr. Hinds called out for assistance, which luckily was speedily forthcoming in the person of Mr. Bovan. The other members of the Y.M.C.A. party were quite at hand but they did not hear his cry or realise his danger.

## LAWN TENNIS LEAGUE.

The matches which were arranged for last week-end and which could not be played owing to the wet weather will, it is expected, be completed to-day. The fixtures were:

Taikoo v. Chinese Y.M.C.A.  
Craigengower v. Schoolmasters.  
Y.M.C.A. v. Civil Service.

## LITIGATION OVER A CHINESE CURIO.

Mrs. Diana Conway Thornton, widow of the late Mr. Conway Thornton, who was in the British Diplomatic service, is seeking to recover compensation from Messrs. Henniker and Hogg, Limited, of Southampton, in respect of what is described as "a valuable and antique ivory carved model of a Chinese junk, or flower-boat." It was entrusted to a firm of furniture stores, but found its way into a railway company's jumble sales, and was picked up at auction for 6s. During the sale someone injured the junk by poking his fingers through the filigree work. The purchaser was a dealer named Oddy, who bought it for a few shillings, but would not part with it to the defendants, when he was discovered, for less than £105. The defendants accordingly paid that sum, and sent the junk to the office of the plaintiff's solicitors. The claim was then made for damages.

Mr. J. H. Yoxall, M.P., collector, connoisseur and writer on works of art, said in his opinion the junk was originally of considerable value—£300 to £400. From a collector's point of view it was hopelessly damaged. If work of the kind could be produced now the repairs might cost £150.

Mr. H. W. Harding, of St. James's-square, gave it as his opinion that considering the model was 100 years old, he thought it in a very fair condition. Originally it might be worth £100, and its present value would perhaps be £30 less than that.

The hearing was adjourned.

## FAREWELL TO INSPECTOR WITHERS.

PRESENTATION AT POLICE RECREATION CLUB.

A pleasant function took place at the Police Recreation Club yesterday afternoon when Inspector Withers, the secretary of the Club who proceeds home on leave to-day, was presented with a handsome gold watch which bore the inscription "Presented to Inspector W.B. Withers by the members of the H.K.P. R.C. as a mark of appreciation of his whole-hearted work in the interests of the Club as hon. secretary." The presentation was made by Mr. P. P. J. Wodehouse, Deputy Superintendent of Police, in the presence of many ladies and a large number of the force.

Chief Detective-Inspector Hanson, in opening the proceedings, remarked that Mr. Wodehouse had very kindly offered to make the presentation to the gentleman who was seated between the Deputy and Assistant Superintendents. First of all, however, he did not think it would be out of place to have a peep into history of the Club. Once upon a time, as chroniclers generally began, there was no club. All they had was what there was at the Central Station compound, where nets were rigged to keep the balls from running into the Old Bailey or into the street. They carried on all right there, played the game, and had a lot of fun. In those days worthy secretary Withers first began to steer the ship. He took upon himself to do whatever he could to help them forward, and he continued on until at last the police got funds to build a matched, that was in September 1904. Since that time Mr. Withers had continuously done all he could to further the interests of the Club, to make people happy and to make the Club that for which they considered it existed (applause). He gave them an opportunity to meet together after the day's toil and to go home a little better than they were in spirit, and probably in health. For all this, it was the wish of members to show Mr. Withers how they appreciated it. With that end in view they had procured something he could carry with him, and hoped he would long be spared to carry it, and that on his return from a pleasant leave he still would not relax his efforts in connection with the Club. The speaker then asked Mr. Wodehouse to make the presentation.

Mr. Wodehouse said he felt very proud at being called upon to present a farewell memento to Mr. Withers, the more so, as most of those present knew, because he had been associated with the police since his childhood. His father was out here as first magistrate for years, and he thought that most of those present would remember his uncle. Mr. Hanson, in his practical speech, had said everything the speaker was going to say very much better than he could have done. But he would just say a few words about Mr. Withers. It was no easy task to be secretary of a club, even such a small club as this. There were the grounds and building to look after, the arrangement of matches, and the accounts. To do all this successfully a man required a good capacity for business, a good temperament and energy. He had also to be very patient, and above all, very tactful, while one of his most arduous duties was that of gathering in the subscriptions. (A voice: He does it all right). All these qualities Mr. Withers possessed in the highest possible degree (applause).

Assistant Superintendent King then called for three cheers for Mr. Withers.

Three hearty cheers were supplemented by a "tiger." Inspector Withers, who rose to respond amid great cheering, said that this was the time to which he had looked forward to with diffident feelings. He was supposed to be going home, but as a matter of fact he was going away from home. His home, was in Hongkong. He had been here for the last 22 years, and here practically all his friends were. He came to Hongkong as a lad of eighteen; he was leaving it as a man of forty, with hopes of returning (applause). Since he had taken over the secretaryship of the Police Recreation Club it had been his hobby to make it a success. The one who promoted the Club was at present on leave; that was one of the respected superintendents, Mr. Hallifax (applause). It was he who suggested it, and a few of the members carried out his suggestions to this extent: Mr. Hallifax said it was to be a cricket club; and they made it a cricket club; but they had also successfully introduced bowls and tennis, and owed a debt of gratitude to their superintendents for financial and moral support. When the Club first started there were 36 members, and some said it would not last a year. Mr. Hallifax was elected president, and the speaker was elected secretary, while a few of those assembled were on the committee. They decided to make the Club a success, and now had a membership of 88 which he trusted would be soon increased to 108 (applause). They had experienced hard luck, but the good fellowship prevailing enabled them to pull through successfully. Assembled at the Club all were on a social level but none of the members forgot that business was business and pleasure was pleasure (applause). There was no reason why the different ranks in the force should not get on in both departments, and it was the spirit of fellowship and good feeling that would keep the Club going. In conclusion the speaker asked members to extend to Inspector Gourlay the comradeship they had extended to him in the past (applause). He was delighted with the handsome present he had received, and wished success to the old Club, which he was sure would continue to prosper (applause). Thanks were conveyed to Mr. Wodehouse for attending, and that gentleman called upon those present to charge glasses and drink bon voyage to Mr. Withers. The toast was honoured, and the guest of the afternoon and the guest of the afternoon reciprocated the compliment.



## THE PEAK TRAMWAY'S 21ST ANNIVERSARY.

## A GLANCE AT ITS EARLY HISTORY

To-morrow is the twenty-first anniversary of the opening of the Peak Tramway, and it occurs to us that an outline of its history many prove very interesting reading at a time when an additional line to the Peak is under the consideration of the Government. Both schemes owed their inception to Mr. Findlay Smith.

The building of the Peak tramway takes us back to a time when there were very few houses on the Peak. As Hongkong grew the need of suburban advantages for the European population forced itself increasingly on the public attention. Every resident at some time or other had made an excursion to enjoy the cool, fresh breezes of the mountain tops, and the advantage of residence there, in an atmosphere from eight to ten degrees cooler than in the town below, was recognised, but the cost in time and money of getting up and down precluded the possibility of any considerable development of the Peak as a residential quarter. When Mr. Findlay Smith put forward the idea of a mountain railway the public looked askance at the scheme. While admitting the utility and importance of such a line they doubted its practicability, and when assurances were forthcoming on this point, they still had no confidence in the enterprise over paying its shareholders a fair return on their investment. But Mr. Findlay Smith was not discouraged. Mountain railways existed at the time in Europe and America and he was quite satisfied in his own mind that a mountain railway was a practicality in Hongkong. Nor was he less confident that the line would pay. In the early 'Eighties he calculated that with no more than from thirty to forty families living at the Peak, the annual expenditure of residents and visitors in reaching the top amounted to figures approaching \$45,000. And taking into account the highly probable augmentation of traffic, which is the inevitable experience of railways running to fashionable or popular resorts, the projector felt confident of the success of his scheme. Mr. Findlay Smith had been travelling on several separate occasions in America, as well as part of two winters in Europe, and had taken advantage of these occasions to visit and make himself conversant with nearly every method of railway then known in mountain ascent. From the original Clay Street and subsequent schemes in San Francisco to the two or three methods in Scarborough and so on to the Rigi, Montserrat, Luerns, the Rhine and Mount Vesuvius, Mr. Findlay Smith made a thorough inspection, and returned to this Colony thoroughly convinced that the enterprise would succeed in Hongkong. The project was put in shape by presenting to H. E. the Governor of the Colony the following Petition dated 20th May 1881:

SIR JOHN POPE HENNESSY, K.C.M.G.  
Governor of Hongkong, &c. &c. &c.  
In Council.

The Petition of  
ALEXANDER FINDLAY SMITH, of Victoria,  
Hongkong, (formerly of the Highland  
Railway Company, Scotland).  
Humbly Sheweth

1.—That the growing prosperity and increasing population of Hongkong render the introduction of improved means of locomotion within the island a matter of urgent social and economic importance.

2.—That public requirements in this respect would be most effectually served by the construction of lines of tramway; and that, having regard to the configuration of the land, the nature of its climate, its safety and economic considerations, the wire-rope system of the great American railroads presents indubitable advantages.

3.—Your petitioner respectfully approaches Your Excellency in Council, praying that your Excellency may be pleased to grant him a concession investing him with powers to construct and work, by means of a public company, or as a private enterprise, a wire-rope railway, of a gauge of about 3 feet 6 inches, between the following points:

A.—From a terminus to be fixed at East Point, via Queen's Road, to a terminus to be fixed at West Point.

B.—Along a route, to be determined by special surveys, from Queen's Road, in the vicinity of the Parade Ground, to Victoria Gap, and thence to a point on the southern slope, in the neighbourhood of Aberdeen.

4.—The advantages, especially to the business life of the Colony, of a line of tramway on Queen's Road, need no demonstration. As to scheme B, your petitioner respectfully submits that, if carried out, it would

Fifthly.—Render valuable Crown Lands now unproductive.

Sixthly.—Afford important facilities for the moving of troops and material, as well as ready means of access to the Military Sanatorium now about to be constructed. In this connection may be suggested the not altogether conjectured contingency that, with a regular tramway service to the Peak, it might become advisable, for economical and sanitary reasons, to barrack the greater portion of the Garrison on the higher grounds, in which event the Government would reap considerable benefit from the diversion to commercial uses of the extensive property now occupied by the military.

Seventhly.—Open up the coolest and most attractive parts of the island to residents and visitors.

Eighthly.—Add largely and beneficially to the over-crowded residential area of the Colony.

Ninthly.—Establish communication with the outport of Aberdeen, and villages on the southern side.

Tenthly.—In the alternative, your petitioner prays that authorisation may be conferred on him to carry out either of the schemes above indicated, to make surveys under observation of the Surveyor-General's Department, and to perform all other acts essential to the promotion of the undertaking. And also that, if accorded, the concession for scheme B may be accompanied by a grant of the Crown Land required for the track, for sidings, and for buildings at different points, together with such privileges and easements as Your Excellency shall deem reasonable and requisite. The

fact that proposal B, while indubitably a scheme of great public utility, is attended with exceptional engineering difficulty, and is one regarding which favourable financial results cannot be predicated with certainty, must be your petitioner's apology for bespeaking every consideration in the terms of the concession prayed for.

To this petition an answer was received from the Governor, through the Colonial Secretary, informing the petitioner that by going through the necessary forms of procedure there would be nothing to stop him from obtaining leave to carry out his ideas, provided he could get some member of the Legislative Council to take charge of the requisite bill. What followed is set forth in the following newspaper extract:

"No sooner, however, had the question been mooted in the Council, and of course in the public papers, than suddenly a rival company sprang into existence, or perhaps it might more properly be said that certain gentlemen in the colony proposed to form themselves into a syndicate to control everything of this kind which appeared to them to have money in it. In June of that year our projector was not a little astonished to receive a letter from Mr. R. J. Alford, who signed himself the Secretary of the 'Hongkong and China Tramway Company,' containing a proposal for 'amalgamation,' and also to make his pet scheme, the tramway to the Peak, a kind of branch of the new Company's larger undertaking.

It was about this time that the Hon. P. Ryrie appears to have joined hands with Mr. A. Findlay Smith, and the third item in the rival proposition was that these gentlemen should become co-promoters of the 'Hongkong and China Tramway Company,' with seats on the Board. These proposals did not appear to meet with a very hearty reception from Messrs. Ryrie and Findlay Smith, who informed the rival Company that the proposals submitted merely indicated an intention to promote the very same object which the latter had been laboriously working at for a long time previous, and that the terms submitted were somewhat too vague and indefinite to warrant them either in withdrawing from their own special undertaking or merging it into that of the new Company. But on the 16th July of the same year a 'Revised Proposal' was drawn out and submitted to Messrs. Ryrie and Findlay Smith, to which these two gentlemen finally attached their signatures, and by which they consented to amalgamate their tramway scheme with that of the rival concern. On the 20th of the same month Messrs. Ryrie and Findlay Smith, who appear, in a measure, to have been reluctantly forced to compliance by a stronger body of workers, or supposed workers, were not a little astonished to receive, another communication from Mr. Alford, informing them, with regret, that the general body of his promoters had not been able to see their way to ratify the instrument of amalgamation, and thus they were again left to themselves to carry out their own Tramway to the Peak undisturbed and unfettered by jealous rivals or other 'syndicates,' although by an arrangement under which power for both the Low Level Tramway scheme, of which Mr. Alford was Secretary, and the High Level Tramway should be obtained under one Bill, and their part (Messrs. Ryrie and Findlay Smith's) assigned to them by deed, which was afterwards accomplished."

The New Tramway Bill agreed upon by the amalgamated companies, was published in the Government Gazette of July 2nd 1881, and embraced five schemes for Low Level Tramways and one for the Peak Tramway which reads as follows:—

"A partly single and partly double line commencing on the South side of the South-West boundary of the War Department ground at its junction with the Garden Road, thence passing in a southerly direction up the hillside to the Victoria Gap, crossing over Kennedy and Plantation Roads by means of bridges, and terminating at the Victoria Gap at a point on the North side of Farm Lot No. 53."

The Bill was in due course passed by the Legislative Council.

A company was started to carry out the low-level scheme. The capital was to be half a million dollars, and the Provisional Committee included at least half a dozen of the best names in Hongkong. The Hon. Mr. W. Kewick was the Chairman and his colleagues on the Committee were the Hon. T. Jackson, the Hon. F. D. Sassoon, Messrs. C. P. Chater, W. Danby, W. H. Forbes, W. K. Hughes, A. B. Johnson, J. A. Moseley and W. Wootton. The committee, however, found the general public apathetic, and the capital was not subscribed within the time allowed by the ordinance to elapse before the commencement of the work. An extension of time was applied for and granted. Renewed efforts to raise the capital were, however, unavailing, and it remained for a London syndicate to construct the low-level tramway some twenty years later.

But the high-level scheme escaped that fate. The privileges belonging to this scheme were assigned by the promoters of the Tramways Ordinance of 1883 (Messrs. F. B. Johnson, T. Jackson, W. K. Hughes and Mr. Choy) to the Hon. Mr. Phineas Ryrie and Mr. A. Findlay Smith, and Government consenting to this assignment granted the assignees an extension of twelve months for the substantial commencement of the construction of the line. In due course a company was formed with a capital of \$125,000 in 1,250 shares of \$100 each, the Consulting Committee consisting of the Hon. Mr. Phineas Ryrie, Messrs. A. McIver, J. B. Coughtrie and A. Findlay Smith, and the General Managers, Messrs. McEwen, Frickel and Co. The shares were subscribed and a survey was at once made by Mr. J. F. Boulton, M.I.C.E., and the actual work of construction was begun on the 20th September, 1885. Mr. Boulton noted as resident engineer until failing health compelled him

to leave the Colony for a time. The line was completed from St. John's Place to Victoria Gap, a length of 4,690 feet, in the beginning of 1888. The height of the upper above the lower terminus is 1,207 feet. The easiest gradient is 1 in 25 and the steepest 1 in 2.

The line was informally opened on May 28th, 1888, by H.E. Sir William Des Voeux who congratulated the directors on the successful completion of their important undertaking and expressed himself as highly pleased with the trip. On the following day free trips were offered to the public and large crowds were taken up to the heights, including many European ladies. On May 30th the Peak Tramway was opened for traffic.

The patronage the line enjoyed from the start quickly dispelled illusions as to the likelihood of its proving unremunerative. Within a month the shares of the Company were standing at 250 per cent premium, and they subsequently went up to over 400 per cent premium.

Two years later Messrs. McEwen, Frickel and Co. ceased to be the General Managers, Messrs. John D. Humphreys were appointed to succeed them and have ever since held that office, while Mr. C. B. Bayers has been superintendent of the line from the day of its inauguration.

"Our local Stephenson," as the *Daily Press* of twenty years ago called Mr. Findlay Smith, seeing that the capacity of the present line is now fully taxed, brought forward three years ago a scheme for an additional tramway to the Peak, and obtained the necessary powers from the Government to proceed with the construction of the line. All the rights of the promoter were, however, subsequently acquired by the existing Tramway Company, and plans are now, as our readers are aware, under the consideration of the Government. It is very safe to say that the new line will not be constructed with the modest amount of capital which sufficed to make the existing line.

## SUPREME COURT.

Friday, 28th May.

## IN ADMIRALTY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGGOTT)  
WITH LIEUTENANT BECKWITH, R.N.

## A COLLISION CASE.

The action against the owners of the steamship *Holstein* for \$10,000 damages for collision with a junk was continued. Hon. Mr. H. E. Pollock, K.C., instructed by Mr. P. W. Goldring, of Messrs. Goldring Barlow and Morrell appeared for the plaintiff, and Mr. M. W. Slade, instructed by Mr. Holbrow, of Messrs. Descon, Looker and Descon, appeared for the defendants.

Heinrich Christiansen, second officer of the *Holstein*, gave his version of the collision. He said that he saw the junk on the port bow and saw her stern light. On going into the wheelhouse he heard the captain signal to the machine room and the engines were stopped. At the same time they put the wheel more than three-fourths hard over. They could not do any more with the hand gear. Meanwhile the junk continued on the port bow with the result that the stem of the steamer struck the junk on the after part. The steamer was wanted to port. The wind was N.N.E. He thought the speed of the junk was sailing from four to five miles an hour. Their own speed until the engines were stopped was ten to eleven knots.

After further evidence and subsequent argument the hearing was closed, judgment being reserved.

## A SEA MYSTERY.

A strange story of the sea has just come to light. About two months ago two junks belonging to one of the outlying islands were fishing between Gap Rock and Lintin when something dark was seen floating on the water, the greater part of it however being submerged. The crews made for the object and succeeded in getting a rope round it and ultimately raising it by means of their tackle on board one of the junks. Unfortunately, however, they dumped it on deck, and a terrific explosion resulted. The whole crew were killed with the exception of a little boy who happened to be protected by a fold in the sail. He was picked up an hour later by the other junk, but as the occurrence took place in Chinese waters, it has not been officially reported. The object, according to the story of the survivor, was about six or ten feet long and it was not very thick. The impression is that the unlucky find was a floating mine which had drifted down here from the north. Though it is more than four years since the war was concluded this explanation seems feasible. It may be however that authorities on the subject can find another explanation of what at present is a mystery.

## DEATH OF CAPTAIN MARKHAM.

Captain Markham, an announcement of whose death we regret to note in a Home paper, was Lieutenant Markham when his name was upon every one's lips in Hongkong. The name recalls the terrible *Bokara* disaster. Lieutenant Markham, as he was then, was a member of the Interport Cricket Team which was returning from Shanghai to Hongkong on the P. & O. steamer *Bokara* when she ran into a typhoon and foundered near the Pescadore with a loss of 125 lives, only seven Europeans and sixteen Asiatics being saved.

Lieut. Markham was in the 1st Shropshire Light Infantry which was then stationed in Hongkong. He subsequently went with his regiment to India and later, on obtaining his captaincy, he went to Central Africa in command of the troops. There he caught the plague with results that compelled him to retire from the service. Captain Markham was born in 1869 and was therefore only 40 years of age at the time of his death. Only last year he married.

## JAPAN.

(FROM OUR CORRESPONDENT.)

Tokyo, May 16th.

## DISCIPLINE IN THE SCHOOL.

"Spare the rod and spoil the child" is a saw that must have occurred to most minds in this country in recent years at the remarkable demonstrations, often violent and insubordinate, of schoolboys against their teachers and the higher authorities. This tendency has certainly grown since the war, together with other bad tendencies, and it seems rampant to-day just at the time when the education authorities, from the Minister of State downwards, are endeavouring to impress upon boys and girls the importance of obedience and good behaviour in and out of school. The Imperial Rescript on education is regarded as the Bible of the Japanese school, but just as the precepts of the good book are disregarded in the school of life, so the precepts of the Imperial Rescript seem to be utterly disregarded by those whom they chiefly concern. Instances of petty insubordination have been numerous of late, cases of arson and assault on teachers in revenge for real or imagined wrongs have been recorded, and the latest example of schoolboy revolt, the suspension of the Higher Commercial School in Tokyo, is a matter of grave concern to the country.

## THE QUESTION AT ISSUE.

In the first place it must be pointed out that the authorities have misled the public in a certain not. At the last session of the Diet a representation was passed recommending the establishment of a commercial college, and this was generally considered to imply the desire of the Diet and public that the Higher Commercial School be elevated to the rank of a college. Contrary to all expectations the Department of Education suddenly ordered the abolition of the post-graduate course of the school and the establishment of a commercial faculty in the Imperial University of Tokyo, giving the post-graduate students certain privileges when entering the University. In this it must be said the Government has acted, regardless of the Diet and public opinion, with its customary despotism, as evidenced in such examples as the postponement of the exhibition and abolition of the part-mutual. The Diet has been ignored, which is a common phenomenon, but public opinion, too, has been ignored.

## REVOLT AND A TEARFUL FAREWELL.

Then the agitation among the students, 1,500 in number, began. Resolutions were passed by them, teachers resigned or were discharged, and finally the students left the school on mass. Last Saturday the final mass meeting of the boys was held, and on the evening of that day one of the principal buildings of the school was destroyed by fire, involving a loss of 30,000 yen. The institution was then suspended. A day or two later a remarkable scene was witnessed. Eight hundred young men, wearing their uniforms with the school badge on their caps, drew themselves up in rows in the narrow street opposite the school and solemnly sang the "Kimigayo." The anthem was repeated three times. They then took off their hats, tore the brass badges therefrom, and threw these insignia in a heap on the ground. As they were bowing in bidding farewell to their alma mater the tears streamed down their cheeks, and we are assured that the dense assemblage of onlookers, even the police and hard-hearted detectives, could not restrain shedding a tear in sympathy with the woeful young men. It must have been an affecting scene. In the meantime the Department of Education has expressed its determination to carry out its resolve, which of course is the proper thing to do, for if the authorities were to show weakness at the present moment it would be disastrous in its effect upon all who go to school. The students, by their acts, have alienated the public sympathy, much as the public may condemn the attitude of the authorities, for it is recognised that discipline must be upheld. What the Government proposes to do cannot affect the personal position and progress of the students, but they, from a false love for their alma mater, have shown a disregard for discipline and a disobedience that should not go unpunished.

## THE LATE MR. BETHELL.

The death of Mr. Bethell of Seoul removes an unofficial figure who was making his mark in Korean affairs. Mr. Bethell came out to the East fifteen years ago, and settled in Kobe where he had an export business, his brother being the London partner in the concern. This is still flourishing, but about five years ago, Mr. Bethell withdrew from the business and went to Korea. He was a friend of the late Mr. Tom Cowan, the well-known journalist, who was the founder of most of the "Times" newspapers in the East, such as the *Manila Times*, *China Times* (Tientsin) and *Japan Times* (Tokyo). It was the intention of the two to start a daily in Seoul, but before the actual rotation of the *Korea Daily News*, Mr. Cowan, who had long been in bad health, grew worse and Mr. Bethell was left to undertake the work alone, which he did. Mr. Cowan removed to Tokyo and shortly afterwards in 1906 succumbed to brain disease. Mr. Bethell continued the *News* and during the war was correspondent at Seoul of the *Daily Telegraph*. From the signing of the Japan-Korea Treaty of 1905 he became a decided opponent of the Japanese administration, but unfortunately journalistic indiscretions, slight but irritating, marred his influence, which might have been very great had he been more moderate in expression and less personal. His connection with the Korea Redemption Fund proved his influence among the Koreans, and a successful action for libel at Shanghai vindicated his character of a charge that too many preferred to believe true. At the time of the Redemption Fund trouble Mr.

Bethell would have had ground for successful libel actions against a dozen papers in Japan had something equivalent to British law been in force here, for he was treated unjustly from the first. Although he received scant courtesy and less justice from the papers at that time, it is a pleasure to note that at least one Japanese paper does him justice after his death. This acknowledgement comes from the *Soul Press*, and it will be appreciated by residents in the Korean capital who know Mr. Bethell and esteemed him as a man.

## A PLEASANT PICNIC.

The officers of the British China Squadron spent a pleasant Sunday afternoon on the river Tama near Tokyo a week ago, and enjoyed a sort of hospitality at its primitive character. Overlooking the Tamagawa, amid a landscape not at all unlike that in the homeland, the officers spent the first part of the afternoon in the gardens of their host. From a distance the slopes of those gardens looked like a solid bank of vivid red, being thickly planted with the pretty azalea then at its best. This country mansion is surrounded with fine timber, and as it had rained on the previous day there was an air of freshness about the country that was delightful. The officers assembled on the lawn in front of the house and moving here and there were many a pretty kimono and obi, adding colour, while their wearers added grace and beauty to the scene. Outside, in the lanes and byways, a great portion of the country side had gathered to view the scene, and a lot of the simple country folk seemed quite disappointed that the officers had not turned out in gold-lace and medals. Near by, the private gardens of another magnate were thrown open to the school children, and here tastefully laid out were camellia, azalea, peony, and many other flowering trees. Boys and girls romped the afternoon away, until it was time for the officers to depart, when the children gave the gallant sea-fighters a send-off. But before they went back to Tokyo the officers had an amusing time on the river, being crowded in small boats and engaging in fishing for at or love-fish, a number of the fancy tribe that is caught, broiled, and eaten on the spot. It is a pity there were not more excursions such as this, not only for officers, but for men also, for there are lots to be seen about the urban districts of the capital. Unfortunately, however, the enjoyment of the sailors, British and American, has been marred by heavy rains.

## EXHIBITIONS.

Although the Tokyo Assembly has resolved to proceed with the scheme of holding an exhibition in Tokyo in 1911, it has yet to be confirmed by the Aldermans' Council, as the superior body, and enthusiasm does not appear to be very keen in the matter. The fact seems to be that the idea of holding the exhibition was but the child of pique and resentment at the postponement of the national exhibition by the Government. If the exhibition is to be held, it will mean that the tax on land in the city will be increased 50 per cent to defray part expenditures. An exhibition of another character, in fact, a sort of national gallery, has just been opened in Ueno. This is the art gallery established by public subscription to commemorate the wedding of the Crown Prince ten years ago. The building has been eight years under construction, and is designed to be permanent, being built of stone. It is destined to be one of the sights of the capital, for it contains the greatest art treasures in the country, lent and purchased.

## ELECTRIC RAILWAYS.

A new chapter has been begun in the history of Japanese business, concerns by the appointment to the board of directors of the Keihin (Tokyo-Yokohama) Electric Railway of a foreigner, a representative of Messrs. Sala, Frazer and Co., who are the underwriters of a loan for two millions advanced to the company. The business was concluded at a meeting of the company yesterday. There has naturally been much opposition to the idea of a foreign director on the board, but evidently the company has been unable to obtain funds except at prohibitive rates on any other terms. The money will be used for the construction of the Rokugo bridge, near Kawasaki, and the extension to Aoyama, where the great exhibition is to be held. The construction of the Keisei (Tokyo-Narita) Electric Railway will shortly be begun, and for this purpose a loan has been arranged with a London syndicate, for 1,500,000 yen. Narita is a town in Shimosa, twenty-five miles due east of Tokyo, and the country in between is thickly populated and with very poor railway accommodation. A representative of the London syndicate recently visited the proposed route. The subscribed capital of the company is 3,000,000 yen.

## THE LAI HING CASE.

On the 8th inst we published a telegram announcing the judgment of the Judicial Committee of the Privy Council in the matter of the Lai Hing firm (bankrupt)—*Wakeman, Official Receiver and Trustee v. Wong Li Shi, administratrix of the estate of Wong Ka Chuen, deceased*. We have now the *Times* report of the case which reads as follows:—

This was an appeal by the Official Receiver as the trustee in bankruptcy of the Lai Hing firm from a judgment of the full Court of the Supreme Court of Hongkong (consisting of the Chief Justice and Mr. Justice Wise) of July 4, 1906, which dismissed an appeal of the Official Receiver from a verdict and judgment in the trial of an issue before the Chief Justice and jury.

Mr. Yangner, K.C., Mr. E. H. Sharp, K.C., (of the Hongkong Bar), and Mr. A. Homer Macdonald were counsel for the appellant; Mr. F. Gore-Brown, K.C., and Mr. A. F. Wootton for the respondent.

On November 7, 1905, the Supreme Court of Hongkong directed an issue to be tried to determine whether Wong Ka Chuen was at the date of the presentation of the petition in bankruptcy against the Lai Hing firm a partner in the firm. The Chief Justice directed that

## THE JUDGMENT OF THE PRIVY COUNCIL.

The Lord Chancellor, in delivering judgment, said their Lordships were not able to advise his Majesty that there ought to be a new trial in this case. The appeal had not been argued on the footing that the verdict was against the weight of evidence, nor was it capable of being argued in that way apart from the summing-up. The summing-up of the learned Judge had been the subject of the criticisms which were made the foundation of this appeal. Their Lordships did not think that that summing-up was wholly satisfactory, and several criticisms were made in it which, in their opinion, were well founded. There was certainly a great deal to be said in support of a new trial on the ground of the great weight of certain parts of the evidence adduced on behalf of the plaintiff, but their Lordships could not forget that this case was tried by a jury who knew Hongkong and Chinese customs, and how much reliance was to be placed on Chinese evidence. Although the matters in issue might have been presented in another way in the summing-up, yet the jury, who heard the evidence during a period of five or six days, also heard the arguments of counsel. It was not a circumstance to be by any means forgotten that since the trial the defendant in the issue (Wong Ka Chuen), who was the principal if not the only relevant witness called on behalf of his own case, had died, so that it would be extremely difficult to retry this case. In these circumstances their Lordships would humbly advise his Majesty to dismiss this appeal, but they would not allow any costs on either side, thinking that there was justification for raising the points that had been raised.

Sir Sharp.—I take it that the Official Receiver will be able to take his costs out of the estate?

The Lord Chancellor.—Is that for us or the Hongkong Court?

Mr. Sharp.—I think for the moment it is for your orders. At any rate, an intimation on the point would be a guide.

The Lord Chancellor.—It is not our function to advise the Court.

After some further conversation the Lord Chancellor said that the question being asked whether the Official Receiver's costs ought to be allowed out of the estate, this much might be said, that in their Lordships' opinion the Official Receiver was perfectly justified in appealing to this Board. If it was the Court in Hongkong which had to decide, it would no doubt pay attention to that expression of opinion.

The Lord of Appeal present when this judgment was delivered were:—The Lord Chancellor Lord Ashbourne, Lord James of Hereford, and Lord Gorell.

## CUTICURA COMFORT FOR LITTLE FAT FOLKS

Most grateful and comforting is a warm bath with Cuticura Sopp and gentle anointings with Cuticura. This pure, sweet, economical treatment brings immediate relief and refreshing sleep to skin-tortured and disfigured little ones and rest to tired, fretted mothers. For eczemas, rashes, itches, irritations and chafings, Cuticura Soap and Cuticura Ointment are worth their weight in gold.

Sold throughout the world. Depot: London, 27, Chancery Lane, W.C. Agents: Hongkong, 11, Queen's Road, Central. Agents: Shanghai, 11, The Bund. Agents: Canton, 11, The Bund. Agents: Hankow, 11, The Bund. Agents: Peking, 11, The Bund. Agents: Tientsin, 11, The Bund. Agents: Harbin, 11, The Bund. Agents: Manchuria, 11, The Bund. Agents: Korea, 11, The Bund. Agents: Japan, 11, The Bund. Agents: India, 11, The Bund. Agents: Ceylon, 11, The Bund. Agents: Australia, 11, The Bund. Agents: New Zealand, 11, The Bund. Agents: South Africa, 11, The Bund. Agents: Canada, 11, The Bund. Agents: United States, 11, The Bund. Agents: Mexico, 11, The Bund. Agents: Central America, 11, The Bund. Agents: Caribbean, 11, The Bund. Agents: South America, 11, The Bund. Agents: Europe, 11, The Bund. Agents: Asia, 11, The Bund. Agents: Africa, 11, The Bund. Agents: Oceania, 11, The Bund. Agents: All parts of the world, 11, The Bund.

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the parties to the issue should file their respective statements of facts within three weeks in a sealed envelope to be opened by the Court. The case was tried in April, 1906, before the Chief Justice and a jury, the hearing lasting six days. Wong Ka Chuen's case was that he claimed to be a partner in 1899. In the result the jury found that Wong Ka Chuen was not a partner in the firm at the date of the presentation of the bankruptcy petition, and judgment was entered for him accordingly. An application was made to the full Court by the Official Receiver for an order setting aside the verdict and for a new trial, on the ground that the Chief Justice had misdirected the jury on 13 heads, and also that the verdict was against the weight of evidence, and that the evidence, and of the discovery of new evidence. The full Court dismissed the application with costs, and from that decision the Official Receiver now appealed to the Judicial Committee. He asked for a new trial of the issue.

In the course of the argument for the appellant counsel mentioned that at the close of the hearing of the issue the Chief Justice said that several native witnesses had to his mind been guilty of the most flagrant conspiracy to defraud the alleged partner Wong Ka Chuen and had each one been guilty of the most corrupt perjury, and he committed each of them to prison for three months without hard labour. They were bailed out in a few days, and appealed to the Judicial Committee against the Chief Justice's order. The Judicial Committee decided in his favour, reversed the order of the Chief Justice, and directed them to do with the present appeal.

At the close of the arguments on both sides, The Lord Chancellor, in delivering judgment, said their Lordships were not able to advise his Majesty that there ought to be a new trial in this case. The appeal had not been argued on the footing that the verdict was against the weight of evidence, nor was it capable of being argued in that way apart from the summing-up. The summing-up of the learned Judge had been the subject of the criticisms which were made the foundation of this appeal. Their Lordships did not think that that summing-up was wholly satisfactory, and several criticisms were made in it which, in their opinion, were well founded. There was certainly a great deal to be said in support of a new trial on the ground of the great weight of certain parts of the evidence adduced on behalf of the plaintiff, but their Lordships could not forget that this case was tried by a jury who knew Hongkong and Chinese customs, and how much reliance was to be placed on Chinese evidence. Although the matters in issue might have been presented in another way in the summing-up, yet the jury, who heard the evidence during a period of five or six days, also heard the arguments of counsel. It was not a circumstance to be by any means forgotten that since the trial the defendant in the issue (Wong Ka Chuen), who was the principal if not the only relevant witness called on behalf of his own case, had died, so that it would be extremely difficult to retry this case. In these circumstances their Lordships would humbly advise his Majesty to dismiss this appeal, but they would not allow any costs on either side, thinking that there was justification for raising the points that had been raised.

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The Lord of Appeal present when this judgment was delivered were:—The Lord Chancellor Lord Ashbourne, Lord James of Hereford, and Lord Gorell.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Press Office, and not to the Editor. Advertisements on 1st Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Codes: A.B.C. 6th Ed. 1898.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS



## NOTICE.

IT IS HEREBY NOTIFIED that the Portion of the QUEEN'S RECREATION GROUND, known as the PULO GROUND, will be CLOSED for repairs from the 1st June until the 31st July inclusive.

P. N. H. JONES,  
Director of Public Works.  
Public Works Department.  
Hongkong, 28th May, 1909. [802]

## THE DAIRY FARM CO., LTD.

PURE, RICH AND WHOLESOME  
**MILK**  
Straight as it comes from the Cow.

The Company's Farms, Utensils and Methods are Models of Cleanliness and, in those particulars, are probably unsurpassed in the World.

[563]

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

## THE Company's Steamship

“KAWACHI MARU”  
having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 3rd June, will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.  
Hongkong, 27th May, 1909. [803]

## FROM EUROPE.

## THE H.A.L. Steamship

“ISTRIA”  
Captain Robie, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding the discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd June at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,  
Hongkong Office.  
Hongkong, 28th May, 1909. [804]

## THE HONGKONG WEEKLY PRESS &amp; CHINA OVERLAND TRADE REPORT

is now ready and contains—  
Epitomes of the Week's News.  
Leading Articles:  
Empire Day.  
China and Steam Navigation.  
Compulsory Military Service.  
The Hongkong University Project.  
The Railway Zone at Harbin.  
Random Reflections.  
Hongkong News.  
Hongkong Legislative Council.  
The Peak Tramway Bill.  
Sanitary Board.  
Successful Weather Forecasts.  
Empire Day Celebrations.  
Hongkong University—Municipal Donations.  
Canton News.  
Mugue in North China.  
Supreme Court.  
Death and Funeral of Mr. R. D. Watt.  
Shipping Notes.  
The International Institute at Shanghai.  
Far Eastern Telegrams.  
Interpret Cricket.  
A Night in High Society.  
Commercial.  
Shipping.

Extra copies 30 cents each, Cash.  
Copies can be posted from the Office to addresses sent, including postage 34 cents each or \$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage 32.

Hongkong, 29th May, 1909.

## INTIMATIONS

**HONGKONG GYMKHANA CLUB.**  
THE SECOND MEETING of the Season will be held at the HAPPY VALLEY, TO-DAY (SATURDAY), the 29th inst., commencing at 3.30 p.m.  
The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.  
Soldiers and Sailors in uniform Half-Price.  
The Committee invite the Ladies of Hongkong to be present.  
C. GORDON MACKIE,  
Hon. Secretary and Treasurer.  
Hongkong, 28th May, 1909. [793]

**BANK HOLIDAY.**  
IN Accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 31st instant, **WHIT MONDAY.**  
Hongkong, 27th May, 1909. [786]

**FIRE INSURANCE ASSOCIATION OF HONGKONG.**  
**WHIT MONDAY.**  
NOTICE IS HEREBY GIVEN that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 31st inst. By Order.  
A. R. LOWE,  
Secretary.  
Hongkong, 28th May, 1909. [791]

**MARINE INSURANCE ASSOCIATION OF HONGKONG.**  
**WHIT MONDAY.**  
NOTICE IS HEREBY GIVEN that MARINE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 31st inst. By Order.  
A. R. LOWE,  
Secretary.  
Hongkong, 28th May, 1909. [792]

**NOTICE.**  
M. R. J. F. ECA DA SILVA is no longer connected with our Canton Branch, and the authority given him to Sign our Firm per Procuration there has been withdrawn.  
CRUZ, BASTO & Co.  
Hongkong, 25th May, 1909. [780]

**NOTICE.**  
THE MANAGER of KENNEDY'S STABLES begs to inform the residents of KOWLOON and district that provided sufficient support be forthcoming he will be prepared to establish a SHOEING FORGE at KOWLOON where Horses and Ponies can be shod by experienced Shanghai farriers on stated days to be arranged later.

Inasmuch as expense will be incurred in hiring suitable premises and in sitting up the forge the Manager hopes that the Scheme will have general support.

These desirous of availing themselves of the above are requested to send in their names and number of Horses and Ponies to the Undersigned.

G. W. GEGG,  
Manager,  
Kennedy's Stables.  
Hongkong, 5th May, 1909. [705]

**FIRST CLASS SCHOOL for the Daughters of Gentlemen (Boarders only), removing to larger premises where pupils will enjoy London advantages combined with country life. Education on the lines of the most efficient Public Schools. Resident certificated English and Foreign Mistresses. London Professors for Music, Dancing and Art. Health first consideration. Experienced Matron. Extensive Grounds. Games. Entire charge undertaken. Reasonable fees. Particulars apply—M. C. Care of Paton's, 143, Cannon St., London, E.C.**  
England. [736]

**MONEY TO LEND.**  
\$150,000 to invest on Mortgage. Mortgages for smaller amounts can be considered. Send Particulars of Securities offered to—  
Care of “Daily Press” Office.  
Hongkong, 20th May 1909. [537]

**FOR SALE.**  
A MAGAZINE HAND CAMERA to carry one dozen Plates 5 by 4. Good Lens and Easy Adjustment. VELOX.  
Apply to—  
Care of “Daily Press” Office.  
Hongkong, 6th May, 1909. [710]

**FOR SALE.**  
No. 3, POLICE LAUNCH, built of Teakwood and Yacul, 1903.  
Length 17 ft. 70 feet, Breadth 13 feet, Depth 8 feet.  
Engines, Compound Surface Condensing with Cylinders 3 and 8" diam. by 12" stroke.  
Boiler, Cylindrical Multitubular, return tube type, 7 feet diam. by 8 feet long by 125 lbs. W.P.  
Accommodation for 2 Europeans forward and 13 natives aft.  
Launch to be sold complete with all Appurtenances, including Dinghy, Anchors, Chains, &c.  
Offers should be sent to the CAPTAIN SUPERINTENDENT OF POLICE.  
Hongkong, 26th May, 1909. [781]

**FOR SALE.**  
ELECTRIC PLANT  
Consisting of—  
TWO 125 Kilowatt STEAM ALTERNATOR SETS; Output, 60 Amps at 2100 Volts. The Sets comprise Vertical Compound Medium speed Engines, 235 revolutions per minute, by Messrs. ROBEY & Co., direct coupled to Alternators by Messrs. JOHNSON and PHILLIPS, complete with Exciters, &c.  
Also  
ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE, 100 Horse power by Messrs. BROWN and LINDLEY.  
For further particulars apply  
HONGKONG ELECTRIC CO., LD.,  
81, George's Buildings.  
Hongkong, 23rd April, 1909. [649]

## PUBLIC COMPANIES

**PEAK TRAMWAYS COMPANY, LTD.**  
NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road Central, THIS DAY (SATURDAY), the 29th day of May, 1909, at 11.30 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1909.  
The TRANSFER BOOKS of the Company will be CLOSED from the 26th May, to the 2nd June next, both days inclusive.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 29th May, 1909. [747]

**A. S. WATSON & CO., LIMITED.**  
NOTICE IS HEREBY GIVEN that the TWENTY-FOURTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its Registration) will be held at the Office of the Company in Alexandra Buildings, THIS DAY (SATURDAY), the 29th instant, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st December, 1908.  
The REGISTERED SHARES will be CLOSED from TUESDAY, the 25th instant, to TUESDAY, the 1st June, both days inclusive, during which period no transfer of Shares will be registered.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 29th May, 1909. [763]

**WANTED.**  
HOUSE on the UPPER LEVEL, must be detached, with at least 7 or 8 Rooms, and Servant Quarters. Unfurnished.  
Apply—  
Care of The Yokohama Specie Bank, Ltd.  
Hongkong, 28th May, 1909. [795]

**COLD STORAGE.**  
THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.  
G. K. HAXTON, Manager.  
Hongkong 1st April, 1909. [748]

**TO LET.**  
No. 6, OBSERVATORY VILLAS, Kowloon, Five-Roomed House; Electric Lights and Tennis Court.  
“ERANEE BUNGALOW” Kowloon, A Small Garden attached. Moderate Rental.  
Apply to—ARRATTON V. APCAR & Co., 14, Des Voeux Road.  
Hongkong, 3rd March, 1909. [399]

**TO LET.**  
CONDUIT ROAD LEVEL, A WELL FURNISHED ROOM with Bathroom attached, overlooking the Harbour, will be vacant on the 1st of June. For particulars address—  
Care of “Daily Press” Office.  
Hongkong, 14th May, 1909. [50]

**TO LET.**  
No. 3, MORRISON HILL, Entry about 1st proximo.  
Messrs. JARDINE, MATHESON & Co., Ltd.  
Hongkong, 12th May, 1909. [727]

**TO BE LET.**  
DESIRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong.  
Apply—  
Care of “Daily Press” Office.  
Hongkong, 11th May, 1909. [723]

**TO LET FURNISHED AT THE PEAK.**  
TWO ROOMS with Store Room, Bath Room and Servant's Room. Separate entrance.  
Apply—  
Care of “Daily Press” Office.  
Hongkong, 28th May, 1909. [796]

**TO LET.**  
GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Lang Lap Ting's Godowns East Point).  
Immediate Possession. Rent exceptionally moderate.  
Apply to—  
KAM FOOK,  
No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 5, Godown on the Spot.  
Hongkong, 28th May, 1909. [797]

**TO LET.**  
GROUND FLOOR ROOMS, No. 2, PEDDER'S HILL.  
Apply within.  
Hongkong, 27th May, 1909. [787]

**TO LET—FURNISHED.**  
FROM JUNE 15TH TO SEPTEMBER 30TH, 1909.  
No. 7, MACDONNELL ROAD.  
Equipped with Electric Light and Ceiling Fans.  
Apply to—  
HERBERT W. LOOKER,  
1, Des Voeux Road Central.  
Hongkong, 26th May, 1909. [782]

**TO LET.**  
LARGE OFFICE ROOM, on 2ND FLOOR of Prince's Building.  
Moderate Rent.  
Apply to—  
Care of “Daily Press” Office.  
Hongkong, 5th May, 1909. [706]

**TO LET.**  
ROOMS suitable for Offices in No. 10, Ice House Street, in rear of David Sassoon & Co.'s premises.  
Apply to—  
DAVID SASSOON & Co., Ltd.,  
Hongkong, 1st May, 1909. [553]

## TO LET

**TO LET.**  
A HOUSE in Wong Nei Chong Road.  
A HOUSE in RYTON TERRACE.  
OFFICES To Let, No. 2, Connaught Road, 3rd Floor.  
No. 3, OLIFTON GARDENS, Conduit Road.  
No. 10, DES VOEUX ROAD CENTRAL, 2nd Floor.  
OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL.  
FLATS in MORETON TERRACE.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st May, 1909. [97]

**TO LET.**  
No. 2, OLD BAILEY. Immediate Possession.  
Apply to—  
ARRATTON V. APCAR & Co., 14, Des Voeux Road.  
Hongkong, 8th May, 1909. [717]

**TO LET.**  
No. 34, QUEEN'S ROAD CENTRAL (Shop). Opposite the Post Office, No. 1A, WYNDHAM STREET (suitable for Office and Godown).  
No. 2A, D'AGUILAR STREET (suitable for Office and Godown).  
All of which were lately occupied by Weismann Ltd. For Particulars, etc.  
Apply to—  
YEE SANG FAT & Co., 34, Queen's Road Central.  
Hongkong, 19th March, 1909. [489]

**TO LET.**  
GODOWN, No. 5A, DUDELL STREET.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st May, 1909. [98]

**TO LET.**  
Nos. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground.  
No. 1, ALBAN, from 1st July, 1909.  
NEW FIVE ROOMED HOUSES in Shelley Street.  
The EYRE, No. 13, Peak. Unfurnished from 1st June, 1909.  
FERNSIDE No. 71, Peak. Unfurnished from 1st May, 1909.  
C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st April to end of June, 1909.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.  
DWELLING ROOMS and OFFICES in Queen's Road Central.  
GODOWNS in Duddell Street.  
BELLIOS TERRACE HOUSES, ROBINSON ROAD.  
FOR SALE—TWO CHURCH, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.  
Apply to—  
LINSTED & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, 28th May, 1909. [100]

**TO LET.**  
UNFURNISHED—Nos. 8 and 10, WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately.  
Apply to—  
Messrs. PERCY SMITH & SETH,  
No. 5, Queen's Road Central.  
Hongkong, 23rd February, 1909. [213]

**TO LET.**  
FIVE ROOMED HOUSES at Kowloon.  
NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.  
Apply to—  
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.  
Hongkong, 24th March, 1909. [547]

**TO LET.**  
SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.  
Apply to—  
S. J. DAVID & Co., Prince's Buildings.  
Hongkong, 25th March, 1909. [518]

**TO LET.**  
STORAGE.  
FOR COAL, TIMBER, &c.  
TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.  
Also FOR SALE.  
Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.  
For Particulars, apply—  
GEO. FENWICK & Co., Ltd.  
Hongkong, 8th June, 1909. [96]

**TO LET.**  
GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.  
Apply—  
CHATER & MODY, Victoria Buildings.  
Hongkong, 1st February, 1909. [264]

**TO LET.**  
WITH IMMEDIATE POSSESSION.  
KOWLOON MARINE LOT 48, Yeamatt, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.  
Apply to—  
HUMPHREYS ESTATE AND FINANCE CO., LTD.  
Hongkong, 18th January, 1909. [103]

**TO LET.**  
No. 2, ELLIOTT CRESCENT, ROBINSON ROAD. Six Roomed House with Out-house. Fine View of the Harbour. Possession from 1st July, 1909.  
Apply to—  
F. X. D'ALMADA e CASTRO,  
33, Queen's Road Central.  
Hongkong, 20th May, 1909. [753]

## BANKS

**THE YOKOHAMA SPECIE BANK LIMITED.**  
CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUND ..... 15,500,000  
HEAD OFFICE—YOKOHAMA.  
BRANCHES AND AGENCIES.  
Tokyo Kobe Osaka  
Nagasaki London Lyons  
New York San Francisco Honolulu  
Bombay Shanghai Hankow  
Canton Tientsin Peking  
Nanchang Dairen Port Arthur  
Amoy Lioyang Mukden  
Tientsin Chang Chun

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent per annum on the daily balance.  
On fixed deposits for 12 months 5 per cent  
" " " 6 " 4 " " " " " " 3 " 3 " " " " " " 2 " 2 " " " " " " 1 " 1 " " " " " 1/2 " 1/2 " " " " " 1/4 " 1/4 " " " " " 1/8 " 1/8 " " " " " 1/16 " 1/16 " " " " " 1/32 " 1/32 " " " " " 1/64 " 1/64 " " " " " 1/128 " 1/128 " " " " " 1/256 " 1/256 " " " " " 1/512 " 1/512 " " " " " 1/1024 " 1/1024 " " " " " 1/2048 " 1/2048 " " " " " 1/4096 " 1/4096 " " " " " 1/8192 " 1/8192 " " " " " 1/16384 " 1/16384 " " " " " 1/32768 " 1/32768 " " " " " 1/65536 " 1/65536 " " " " " 1/131072 " 1/131072 " " " " " 1/262144 " 1/262144 " " " " " 1/524288 " 1/524288 " " " " " 1/1048576 " 1/1048576 " " " " " 1/2097152 " 1/2097152 " " " " " 1/4194304 " 1/4194304 " " " " " 1/8388608 " 1/8388608 " " " " " 1/16777216 " 1/16777216 " " " " " 1/33554432 " 1/33554432 " " " " " 1/67108864 " 1/67108864 " " " " " 1/134217728 " 1/134217728 " " " " " 1/268435456 " 1/268435456 " " " " " 1/536870912 " 1/536870912 " " " " " 1/1073741824 " 1/1073741824 " " " " " 1/2147483648 " 1/2147483648 " " " " " 1/4294967296 " 1/4294967296 " " " " " 1/8589934592 " 1/8589934592 " " " " " 1/17179869184 " 1/17179869184 " " " " " 1/34359738368 " 1/34359738368 " " " " " 1/68719476736 " 1/68719476736 " " " " " 1/137438953472 " 1/137438953472 " " " " " 1/274877906944 " 1/274877906944 " " " " " 1/549755813888 " 1/549755813888 " " " " " 1/1099511627776 " 1/1099511627776 " " " " " 1/2199023255552 " 1/2199023255552 " " " " " 1/4398046511104 " 1/4398046511104 " " " " " 1/8796093022208 " 1/8796093022208 " " " " " 1/17592186044416 " 1/17592186044416 " " " " " 1/35184372088832 " 1/35184372088832 " " " " " 1/70368744177664 " 1/70368744177664 " " " " " 1/140737488355328 " 1/140737488355328 " " " " " 1/281474976710656 " 1/281474976710656 " " " " " 1/562949953421312 " 1/562949953421312 " " " " " 1/1125899906842624 " 1/1125899906842624 " " " " " 1/2251799813685248 " 1/2251799813685248 " " " " " 1/4503599627370496 " 1/4503599627370496 " " " " " 1/9007199254740992 " 1/9007199254740992 " " " " " 1/18014398509481984 " 1/18014398509481984 " " " " " 1/36028797018963968 " 1/36028797018963968 " " " " " 1/72057594037927936 " 1/72057594037927936 " " " " " 1/144115188075855872 " 1/144115188075855872 " " " " " 1/288230376151711744 " 1/288230376151711744 " " " " " 1/576460752303423488 " 1/576460752303423488 " " " " " 1/1152921504606846976 " 1/1152921504606846976 " " " " " 1/2305843009213693952 " 1/2305843009213693952 " " " " " 1/4611686018427387904 " 1/4611686018427387904 " " " " " 1/9223372036854775808 " 1/9223372036854775808 " " " " " 1/18446744073709551616 " 1/18446744073709551616 " " " " " 1/36893488147419103232 " 1/36893488147419103232 " " " " " 1/73786976294838206464 " 1/73786976294838206464 " " " " " 1/147573952589676412928 " 1/147573952589676412928 " " " " " 1/295147905179352825856 " 1/295147905179352825856 " " " " " 1/590295810358705651712 " 1/590295810358705651712 " " " " " 1/1180591620717411303424 " 1/1180591620717411303424 " " " " " 1/2361183241434822606848 " 1/2361183241434822606848 " " " " " 1/4722366482869645213696 " 1/4722366482869645213696 " " " " " 1/9444732965739290427392 " 1/9444732965739290427392 " " " " " 1/18889465931478580854784 " 1/18889465931478580854784 " " " " " 1/37778931862957161709568 " 1/37778931862957161709568 " " " " " 1/75557863725914323419136 " 1/75557863725914323419136 " " " " " 1/151115727451828646838272 " 1/151115727451828646838272 " " " " " 1/302231454903657293676544 " 1/302231454903657293676544 " " " " " 1/604462909807314587353088 " 1/604462909807314587353088 " " " " " 1/1208925819614629174706176 " 1/1208925819614629174706176 " " " " " 1/2417851639229258349412352 " 1/2417851639229258349412352 " " " " " 1/4835703278458516698824704 " 1/4835703278458516698824704 " " " " " 1/9671406556917033397649408 " 1/9671406556917033397649408 " " " " " 1/19342813113834066795298816 " 1/19342813113834066795298816 " " " " " 1/38685626227668133590597632 " 1/38685626227668133590597632 " " " " " 1/77371252455336267181195264 " 1/77371252455336267181195264 " " " " " 1/154742504910672534362390528 " 1/154742504910672534362390528 " " " " " 1/309485009821345068724781056 " 1/309485009821345068724781056 " " " " " 1/618970019642690137449562112 " 1/618970019642690137449562112 " " " " " 1/1237940039285380274899124224 " 1/1237940039285380274899124224 " " " " " 1/2475880078570760549798248448 " 1/2475880078570760549798248448 " " " " " 1/4951760157141521099596496896 " 1/4951760157141521099596496896 " " " " " 1/9903520314283042199192993792 " 1/990352031428304219











## PENINSULAR &amp; ORIENTAL

STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS OCEANA	Noon, 29th May	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT SAID and MARSEILLES	About 2nd June	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	About 4th June	Freight and Passage.
SHANGHAI	About 10th June	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 28th May, 1909.

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"KIUKIANG"	On 29th May, 4 p.m.
SHANGHAI	"ANHUI"	On 30th May, 4 p.m.
MANILA	"KAIPOH"	On 1st June 3 p.m.
CEBU and LOILO	"CHIEH"	On 1st June, 4 p.m.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 1st June, 4 p.m.
SHANGHAI	"CHINHUA"	On 3rd June, 4 p.m.
SHANGHAI	"LINAN"	On 5th June, 4 p.m.
SHANGHAI	"YINGCHOW"	On 10th June, 4 p.m.
MANILA	"TEAN"	On 15th June, 3 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, cargo booked through for all Australian, New Zealand and Tasmanian Ports.  
MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS "ANHUI" "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.  
Telephone 36.  
For Freight or Passage apply to—  
HONGKONG, 29th May, 1909.

BUTTERFIELD & SWIRE,  
AGENTS.

## DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	SUNDAY, 30th May, at 10 a.m.
"HAICHING"	SWATOW, AMOI & FOCHOW	TUESDAY, 1st June, at 1 p.m.
"HAITAN"	SWATOW, AMOI & FOCHOW	FRIDAY, 4th June, at 1 p.m.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).  
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 29th May, 1909.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
* TAMSUI VIA SWATOW, AMOI & AMOI	"DAIJIN MARU"	SUNDAY, 30th May, at 10 a.m.
* SHANGHAI VIA SWATOW, AMOI & FOCHOW	"CHOSHUN MARU"	TUESDAY, 1st June, at 10 a.m.

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.  
† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.  
Hongkong, 28th May, 1909.

T. ARIMA, Manager.

## INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SINGAPORE & SOERABAYA	"ONSANG"	Tuesday, 1st June, Noon.
SHANGHAI	"CHOYANG"	Tuesday, 1st June, Noon.
TIENTSIN via WEIHAIWEI & CHEFOO	"CHEONGSHENG"	Tuesday, 1st June, Noon.
MANILA	"YUENSANG"	Friday, 4th June, 4 p.m.
KOBE	"HINSANG"	Friday, 4th June, 4 p.m.
* SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Monday, 7th June, Noon.
* SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 15th June, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "FOOKSANG" and "HINSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and return at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.  
A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.  
Telephone No. 61.  
For Freight or Passage, apply to  
HONGKONG, 29th May, 1909.

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

## NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—  
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,  
COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED  
FROM HONGKONG AS FOLLOWS:

KITANO MARU	(Capt. F. F. COPE)	About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June.
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 23rd July.
MISHIMA MARU	(Capt. A. E. MOSSE)	About Wed. 25th August.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

Hongkong, 8th May, 1909.

NIPPON YUSEN KAISHA.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, COLOMBO, and PORT SAID	WAKASA MARU Capt. N. Nielsen	6500	WED'DAY, 9th June, at Daylight
PORE, PENANG, COLOMBO, and PORT SAID	SADO MARU Capt. Geo. Anderson	6500	WED'DAY, 23rd June, at Daylight
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	TOSA MARU Capt. T. Harrison	6000	TUESDAY, 8th June, at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	*SHINANO MARU Capt. K. Kawara	6580	TUESDAY, 22nd June, at 4 p.m.
BOMBAY via SINGAPORE, and COLOMBO	NIKKO MARU Capt. M. Yagi	6000	FRIDAY, 11th June, at Noon
NAGAGAKI, MOJI, KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson	6000	FRIDAY, 9th July, at Noon
SHANGHAI, MOJI, KOBE and YOKOHAMA	MOYORI MARU Capt. J. C. Richards	4500	THURSDAY, 3rd June, at Noon
NAGAGAKI, MOJI, KOBE and YOKOHAMA	MISHIMA MARU Capt. A. E. Mosse	9000	FRIDAY, 4th June, at Noon
SHANGHAI, MOJI, KOBE and YOKOHAMA	COLOMBO MARU Capt. M. Winckler	5000	THURSDAY, 3rd June, at Noon
NAGAGAKI, MOJI, KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson	6000	WED'DAY, 9th June, at Noon

\* Omitting Shanghai.  
† Fitted with New System of Wireless Telegraphy.  
‡ Cargo only.  
\* Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.  
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 28th May, 1909.

T. KUSUMOTO,  
MANAGER.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 29th May, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 5th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 20th May, 1909.

HAMBURG-AMERIKA LINIE  
HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports,  
and all North and South American Ports  
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	FOR BREMEN, HAMBURG & ROTTERDAM:
S.S. ISTRIA	S.S. SUEVIA
S.S. BRASILIA	S.S. SENEGAMBIA
S.S. SEGOVIA	FOR MARSEILLES, BREMEN & HAMBURG:
S.S. C. FERD. LAEISZ	S.S. SCANDIA
S.S. SEAVONIA	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. ANDALUSIA	S.S. SILVIA
	FOR ANTWERP, ROTTERDAM & HAMBURG:
	S.S. SITHONIA
	FOR HAVRE & HAMBURG:
	S.S. ISTRIA

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG &amp; VLADIVOSTOK.

## SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"CANTON"	About 8th June.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.

For Further Particulars apply to

MELCHERS & Co.,  
AGENTS.

Hongkong, 24th May, 1909.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,  
HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6000 tons gross	Sail June 1st, at Noon.
S.S. MANSHU MARU	5000 "	July 1st, at Noon.
S.S. AMERICA MARU	6000 "	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSHU MARU	5000 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

Hongkong, 5th May, 1909.

TOYO KISEN KAISHA, Yokohama Building.

## SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN  
THE FAR EAST AND EUROPE, VIA DAIREN.

## SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "Kow Maru" and "Sakiko Maru" (2,877 tons each) as follows:

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday	Saturday or Sunday
Ar.—Mukden	11 a.m.	Sunday	Monday or Tuesday
Ar.—Changchun	8.50 p.m.	Tuesday	Wednesday
Ar.—Harbin	9.15 p.m.	Friday	Saturday
Ar.—(Russian Train)*	5 a.m.	Monday	Wednesday
Ar.—(Russian Train)*	6.55 a.m.	Thursday	Saturday
Ar.—(Russian Train)*	3 p.m.	Sunday	Monday

Connecting at Harbin with

SOUTH-BOUND.			
Leave—Harbin	Arrive—Changchun	State Express from Moscow	Wagon-Lits from Moscow
Ar.—Changchun	9 a.m.	Tuesday	Thursday
Ar.—Mukden	6 p.m.	Thursday	Saturday
Ar.—Dairen	7 p.m.	Friday	Sunday
Ar.—(Russian Train)*	2.10 a.m.	Wednesday	Friday
Ar.—(Russian Train)*	2.30 a.m.	Friday	Sunday
Ar.—(Russian Train)*	12.30 p.m.	Friday	Sunday
Ar.—Shanghai (Steamer)	afternoon	Friday	Tuesday

\* Russian Train time is 23 minutes earlier than S. M. R. time

TICKET AGENCIES—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "YAMATO")  
At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

## FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.  
Tel. Add.: "MANCHURIA." Codes: A.B.C., 5th Ed., A.I. and Fisher's 1187-722

THOS. COOK & SON,  
TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS OF THE WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES, exchanged.

Head Office for the Far East:—  
16, DES VUEUX ROAD, HONGKONG.  
Japan Office:—  
14, WATER STREET, YOKOHAMA.

759

## Cutler, Palmer &amp; Co.'s

MITSU BISHI DOCKYARD  
AND ENGINE WORKS.

NAGASAKI.

CODE WORD: "DOCK"  
A.I., A.B.C. and Engineering Code Use  
NEW DOCK NOW OPEN.  
DOCK No. 3.

Extreme Length	722 feet
Length on Blocks	714 "
Width of Entrance on Top	964 "
Width of Entrance on Bottom	884 "
Water on Blocks at Spring Tide	344 "

Extreme Length	523 feet
Length on Blocks	513 "
Width of Entrance on Top	88 "
Width of Entrance on Bottom	77 "
Water on Blocks at Spring Tide	64 "

Extreme Length	371 feet
Length on Blocks	350 "
Width of Entrance on Top	66 "
Width of Entrance on Bottom	53 "
Water on Blocks at Spring Tide	22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with  
LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING  
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and BOILERS; and also ELECTRICAL  
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"OURA-MARU" (712 tons, 30 I.H.P.)

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Short Notice.

908

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SIEMSEN & CO.,  
HONGKONG.

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CHUNG NGOI SAN PO

(Chinese Daily Press)

PUBLISHED DAILY.

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Established for over FIFTY YEARS

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## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Monday, the 31st instant, being Public Holiday, the Post Office will be open for one hour only, from 9 till 9 a.m. There will be no delivery and a collection of letters as on Sundays. The Money Order Office will be entirely closed.

The Public are informed that mail to CHINA via SIBERIA are despatched from the LONDON General Post Office on Wednesday and Friday afternoons and Saturday evenings. No supplementary mails will be forwarded.

Approximate times of closing mails at Shanghai via Dainy and Siberia.

The Mongols with the American mail is due to arrive here on Wednesday, the 2nd June.

FOR	DATE
Saigon, 29th, 9.00 A.M.	
Manila, 29th, 10.00 A.M.	
Hankow, 29th, 10.00 A.M.	
Shanghai, Yokohama, Kobe, and Moji, 29th, 10.00 A.M.	
Europe & India via Tientsin	
(Late Letters 11.00 to Noon) Extra	
(Supplementary mail on board up to the time fixed for departure of the mail)	
(Extra Postage 10 cents)	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	
Tientsin	
Shanghai and Yokohama	
Manila, 29th, 1.00 P.M.	
Moji, 29th, 1.00 P.M.	
Amoy, and Shanghai	
Saigon	
Shanghai, Kobe and Yokohama	
Shanghai, Kobe and Yokohama	
Hankow and Hsinchong	
Durban	
SIBERIAN MAIL TO EUROPE	
Swatow, 29th, 9.00 A.M.	
Takao, Tamsui and Wankaitou	
Swatow, Singapore and Bangkok	
Swatow, Amoy and Tamsui	
Tientsin and Chemulpo	
Manila	
Singapore and Sourabaya	
Weihsai, Chefoo and Tientsin	
Shanghai	
Moji, Kobe, Yokohama, Honolulu, Manilla, Salina, Cebu, Calcutta, Iquique, Valparaiso and Coronel	
Swatow, Amoy and Foochow	
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## THE WHISKY OF THE NEW WORLD

## "CANADIAN CLUB" WHISKY.

H. RUTTONJEE &amp; SON.

WINE AND SPIRIT MERCHANTS.

## PASSENGERS.

## ARRIVED.

Per *Maheon*, from Swatow, Mr. Wanders.  
Per *Hainan*, from Swatow, Mr. and Mrs. Crowley.  
Per *Tan*, from Manila, Messrs. I. M. Strong and R. Kerr.  
Per *Kaifong*, from Cebu, Mr. and Mrs. Hashim and Mrs. Hill.  
Per *Ocean*, from Shanghai, for Hongkong, Mr. and Mrs. Oogood, Mrs. White and servant, Miss Gifford, Lt. C. H. James, Messrs. E. H. Wickham, von Hoffman and Walsley, for Singapore, Mr. and Mrs. Pearce and infant, Mr. and Mrs. Riley, Mr. and Mrs. Stephenson, Misses

## PASSENGERS.

## ARRIVED.

Dalton, Rayner and Lord, Messrs. Roberts, Garvey, Alves, Morgan, Lopes, Benham, Bury & Laisley; for Marseilles, Mr. Mrs. & 2 Misses Bull; for London, Mr. and Mrs. Dallas, Miss Barrett and Mr. F. Davis; from Yokohama, for Bombay, Mr. and Mrs. Desai and infant, and Mr. Morwani; for Colombo, Miss A. Fleming; for London, Miss M. Reid.  
TO DEPART.  
Per *Kawachi Maru*, for Japan, Mr. and Mrs. F. Southey and 2 children, Mr. and Mrs. B. Subira, Lieut. E. J. Houghton, Lieut. E. W. Major, W. E. A. Smith, Dr. Miyoshi, Messrs. Chas. Butler, S. Yamoka, K. Hasegawa, K. Morita, Hector Ritchie, J. N. Dutt, Kemos Ray, T. C. Hara and D. J. Makioji.

Ordinary Annual General Meeting, Post Telegraphic Co., Ltd., 11.30 a.m.  
Twenty-Fourth Annual Ordinary General Meeting, A. S. Watson & Co., Ltd., noon.  
Sale, Household Furniture, Hyde, No. 13, The Peak, Messrs. Hughes & Hough, 2.30 p.m.

## COMMERCIAL.

## EXCHANGE CLOSING QUOTATIONS.

May 28th.

On LONDON—	194
Telegraphic Transfer	194
Bank Bills, on demand	194
Bank Bills, at 30 days sight	194
Bank Bills, at 4 months sight	194
Credit, at 4 months sight	194
Documentary Bills at months sight	194
On PARIS—	223
Bank Bills, on demand	223
Credit, at 4 months sight	227
On GERMANY—	181
On demand	181
On NEW YORK—	434
Bank Bills, on demand	434
Credit, at 60 days sight	443
On BOHAI—	1324
Telegraphic Transfer	1324
Bank, on demand	1324
On CALCUTTA—	1324
Telegraphic Transfer	1324
Bank, on demand	1324
On SHANGHAI—	743
Bank, at sight	743
Private, 30 days sight	743
On YOKOHAMA—	86
On MANILA—	87
On SINGAPORE—	754
On BATAVIA—	1664
On HAIKONG—	94
On SAIGON—	94
On BANARAS—	1115
Gold and Silver, Bank's Buying Rate	\$11.15
Gold LEAF, 100 fine, per tola	\$58.30
Bar SILVER, per oz.	244

## SUBSIDIARY COINS.

Chinese	20 cents pieces	per cent
Chinese	10	\$7.66 discount
Chinese	5	\$3.83
Hongkong	20	\$7.10
Hongkong	10	\$3.55

## OPIUM.

Quotations are	May 28th.
Malwa New	\$1,100/1,150 per picul.
Malwa Old	\$1,150/1,200
Malwa Older	\$1,200/1,250
Malwa V. Old	\$1,250/1,300
Perian extra quality	\$1,300/1,350
Perian extra fine	\$1,350/1,400
Perian Old	\$1,400/1,450
Perian New	\$1,450/1,500
Perian Old	\$1,500/1,550

## VESSELS EXPECTED.

# THE INDIAN MAIL.

The *Apar* str. *Catherine* from Calcutta left Singapore on the 25th inst. afternoon, and may be expected here on 30th inst.

The *Indo-China str. *Fooking** left Calcutta for this port via the Straits on 19th inst., and may be expected here on or about the 4th prox.

The *Indo-China str. *Kumang** left Calcutta for this port via the Straits on 24th inst., and may be expected here on or about the 9th prox.

## THE AMERICAN MAIL.

The *I.G.M. str. *Prins* Waldeyer* left Manila on Wednesday, the 26th inst. at 2 p.m., and may be expected here to-day.

## THE AMERICAN MAIL.

The *P.M. str. *Mongolia** from San Francisco is due to arrive at this port on the 2nd prox.

## THE GERMAN MAIL.

The *I.G.M. str. *Prins* Regent* left Berlin carrying the German Mails with dates for the 25th inst. a.m., and may be expected here on or about Thursday the 3rd prox.

## THE CANADIAN MAIL.

The *C.P.R. str. *Empress* of Japan* arrived Yokohama at 10 a.m. on the 27th inst., and left again at 4 p.m. same day for Kobe where she is due to arrive at 4 p.m. on the 28th inst.

The *N.Y.K. str. *Tokai Maru** (American Line) left Shanghai on the 27th inst., and is expected here to-morrow.

The *Bank Line str. *Gymeria** left Seattle on the 22nd inst., for Timor, Manila and this port.

The *Mexican & Oriental S.S. Line Ltd.* str. *Erroll* sailed from Salina Cruz on the 24th inst. for Japan and Hongkong.

The *J.C. str. *Tilapat** left Macassar for this port on the 25th inst. p.m., and may be expected here on or about the 2nd prox. p.m.



## EARLY CHINESE HISTORY.

## INTERESTING LECTURE.

Under the auspices of the China Society in London a most interesting lecture was recently delivered by Colonel Conder R.E., LL.D., M.R.A.S., on "The relation of the Early Chinese to the Turanians of West Asia." General Sir Charles Warren presided and at the conclusion of the lecture made an interesting speech.

COLONEL CONDER, said:—I feel some diffidence in addressing the China Society this evening, for I have never myself penetrated so far east as to reach China. As Sir Charles Warren in his kind remarks has said, the main branch of ancient history with which I have been connected is concerned with the Far West, with Syria and Babylonia. But I have no doubt that the subject that it is proposed to consider this evening will be of interest to the China Society. As you will see from the card, it is concerned with "The Relation of the Early Chinese to the Turanians of West Asia." With the connection between the early Turanian or non-Semitic races of West Asia, and the early Chinese. But not only, I think, is this subject interesting to your Society, but it is part of a greater subject, the subject of the gradual diffusion of civilisation from one or two ancient centres, interesting to various scholars who are more and more coming to that conclusion. Of course there are others who believe that the same causes led to the same results in different parts of the world, and that similar inventions were independently made by different men in different lands. To me that suggestion is not altogether satisfactory. It has been stated with regard to other nations, in Greece, and Egypt, and America; but in all these cases I think that scholars are more and more coming to the conclusion that there was a single centre; that the great civilisation of Greece, wonderfully developed though it was by the Greeks themselves, was originally Asiatic and ultimately Babylonian; that the civilised tribes of Asia Minor; that the Egyptians themselves owed much of their knowledge in early times to the same Babylonian centre; and that even in America, where we find the sporadic civilisations of Mexico and Peru, these came much later from East Asia, through China, Japan, and Siam. And when we compare either modern or ancient civilisations, it seems to me that the peculiarities mark the local development, and the things that are common to two countries indicate the common origin of their civilisation. No doubt the man who first introduced a new idea or invention, and as time went on and the national patriotism disclaimed a great nation to think that it owed anything to some smaller nation in the past, he became traditionally the inventor of whatever great idea was attributable to him. In the same way at the present day we see the whole of the world covered with steam machinery used for every purpose we can imagine, for sea and land transport, mills, railways and telegraphs, all founded on the simple idea of the piston, and cylinder, and valves. But we do not doubt that all these variations spread over the world originated in the one discovery by an Englishman. And again, if we go back to the very earliest times—take one of the greatest inventions in the world, the alphabet—we find the same story. The world is covered with innumerable alphabets, but unlike one another that nothing but the most laborious and detailed examination of their growth would lead us to conclude that they had one origin; and yet we know that they had, and every sound scholar of the subject admits that they came out of the original Phœnician alphabet. Thus it appears that the idea of the diffusion of an original civilisation over the face of Asia, which has gradually developed into various peculiar systems which apparently, at first sight, have little or no connection with one another, is quite a legitimate hypothesis in the case of the Chinese civilisation. Of course we have the traditional story in Yih-King (the first of the five Classics) and according to which some date about 2300 B.C. Pao-Hi invented nets for fishing and hunting, and a century later Shih-Nung—excuse my pronunciation of the words as I am not a Chinese scholar—invented the wooden plough and agricultural implements of various kinds; and barbaric began in his time. And from 2700 to 2300 B.C. under Hwang-ti, Tao, and Shun, there came the invention of weaving, and of clothes; boats were hollowed out of trees, and ox carts and horse chariots came into use, and houses began to be built instead of cave-dwellings, and burial mounds were raised, and writing began to be used for agreements, instead of knotted cords which were the only form in earlier times of memoranda, and which resembled the curious quipus used by the Peruvians at a later period. We cannot say that these various inventions may not have come to China from abroad. These horse chariots, and ox wagons, for instance, were in use very early among the people of Babylonia, and amongst the wild Aryans of Southern Russia, and cannot say on account of this tradition, considering how like these inventions were to those in other parts of the world—that they were necessarily the peculiar inventions of the Chinese.

Coming down to 2300 B.C., we reach the time when the Bak tribes, supposed to have been Bactrians came into China from the west and reached the Yellow River. At one time I was in hopes that some direct information with regard to these Bak tribes would be derivable from various inscriptions, found near the Yenisei River, which it was suggested to me belonged to the time when they were spreading over Mongolia and Southern Siberia before they got to China; and with some difficulty I got a half of copies of these inscriptions, which were known as early as 1822, but unfortunately they have nothing to do with the subject. Evidently they were written in the Uigur alphabet, which was used at a much later time by Turkish tribes as they spread over Central Asia, and they had nothing to do with any of the ancient Chinese hieroglyphics. Thus we are left with comparatively very little information as to these Bak tribes.

Now we will turn for a little to the west and consider what was the contemporary civilisation of these early times, say, 3000 B.C. to 2000 B.C. At that time there is no doubt that Babylonia or Mesopotamia—that is, the great plain between the Tigris and the Euphrates—was in a very high state of civilisation. There were two races in the country. There was what we call the Semitic race to which the Babylonians proper and Assyrians belonged, akin to the Syrians and Hebrews and Arabs, a group of races who spoke cognate languages in the south-west of Asia; but they were not the originators of Mesopotamian civilisation. It is well known that the Akkadian originators of civilisation in Mesopotamia, belonged to a Turanian or Mongoloid race, as it is variously called, or an Altaic race as others call it. I mean people who spoke a language different in character from that of the Semitic peoples, and who belonged to that great stock which spread all over Asia, and to which the Chinese are acknowledged to belong

as one of the great families, but who were more nearly akin to the Turks and Tartars of Central Asia. These ancient Mesopotamians were the original inventors of the civilisation which the Semitic Babylonians afterwards adopted. If we go back to the celebrated King Annurabi, who was supposed by Sir Henry Rawlinson to be the same as Amraphel mentioned in the Book of Genesis, there is no doubt that in his time—I think I may say there is strong reason for supposing that he reigned in 2139 B.C. and though some students give the date a century earlier or later, that is the date which appears to me to be approved—in his time there was an extensive trade organised all over his Empire; writing was already reduced to a phonetic system; the science of Astronomy not only included the observation of the eclipses of the moon, but they had even fixed their year by inventing an intercalary month—a thirteenth month which they put in every three or four years to keep the lunar months in accord with the solar seasons. Then, too, they had severe laws on the subject of irrigation. The whole country was overspread with channels which were kept up by the Government, and which made the land so fertile that we can hardly believe the density of population which Babylonia could then support. If we go down to 700 B.C., as the time when we know most about the extent of the Assyrian-Babylonian Empire, we then find that this civilisation extended certainly within the limits of Persia, and was being carried eastward from the centres at Nineveh and at Babylon. Some scholars have supposed that at this time or even much earlier there was a regular trade along the great route to China north of the Kuen-lun mountains through Turkestan, and although no unequivocal inscriptions have been found in this part of India, it is thought that allusions may be supposed to be found in history to the extension of trade, but what discovery has actually been made, and that is in regard to white jade. This jade has been found in Babylonia and Assyria, and it has been found at Troy as early as 1500 B.C. Now many kinds of jade are common enough, but white jade I believe is hardly to be found anywhere in the world except in the Kuen-lun mountains, and this white jade must, it is supposed, have come to Western Asia from Central Asia through Babylonia. That would be at least by 1500 B.C., and probably earlier, some very palpable evidence of trade between Babylonia and Asia Minor and Central Asia.

Of course, one difficulty in supposing that there was any direct communication with China lies in the geographical position. China is very much cut off by the great Mongolian Steppes on the north; by the Gobi Desert on the west by the great plateau of Tibet and the terrible passes in that direction; and so China is to a certain extent isolated from Western Asia. But there are directions in which China can be entered and has been entered. We know very well that from Manchuria the Mongols came down south in comparatively recent times; and we know there was a trade route through Eastern Turkestan on the north side of the Kuen-lun range, which Dr. Stein has recently been exploring. It was at least as passable in early days as now; and according to his description, it was apparently more easy to reach China about 200 B.C. by this great central trade route than at the present time. Besides this, it has been pointed out by various scholars that from Borneo also there must have been an entry into Yunnan by various tribes from the west at an early period; and even from the south in the direction of Siam there appears to have been an entrance. Thus, though China appears to be isolated on the whole, there are various ways by which it can be reached from the West of Asia.

Historically, I do not venture to say how far the early Chinese dates are generally received, but I suppose that there is no doubt that from 841 B.C. you have an historical chronology in China, and communication with Afghanistan about 200 B.C., with India shortly after, and even with Rome in the second century A.D. Therefore China has never from the earliest times of which we have historical notice been entirely cut off from the rest of the world.

And now what I propose to do this evening is to go into some details with regard to the parallelism of civilisation from which you may form some conclusions on the subject—especially details regarding race, and speech, and religion, and science including astronomy, and irrigation, and writing.

I do not venture to suppose that I am telling you anything very new. Nor have I any claim to have made any great discovery, for although I have investigated this subject independently, it is one that has interested Sinologists for the last 50 years. The first scholar who turned my attention to the question was Francis Lenormant, a great student of the non-Semitic civilisation of Babylonia, who made some very enlightening remarks on the connection between the hieroglyphs and the languages of China and of the Akkadians, some 30 years ago. Dr. Chalmers in 1863, and Dr. Edin in 1871, and Professor Terrien de Lacouperie in 1880, and since him the Rev. C. J. Ball, and several others, have investigated the subject. But, of course, if we are to convince the general public of the reality of this connection it is necessary that the examination should be critical; and that we should remember not only the points of contact but the points of difference. We have some great advantages in the independent study of the various departments, for as each scholar worked his own department he amassed facts without having any theory of connection to support. And if we take these independent results and put them together we find ourselves on a very sound basis, because the various scholars were working without any knowledge of one another's discoveries. But in China the history seems to me to be more difficult to follow than that of Western Asia because of the absence of very early monuments. Of course we have Chinese written history; but in India, Greece, Babylonia, Egypt and Syria, our ideas as to the very early times are now based almost entirely on contemporary monumental information, and this falls us in China before about 800 B.C. I suppose it will be admitted that China was not an Empire, but a series of loosely federated or independent States down to about 200 B.C.; and there is the great difficulty about the "Book of Rites" as to how far it was carried out, and how far all the books were burned or whether, as it is supposed, some of the works of Confucius, and some of the classics, were hidden away and saved. It is rather a difficulty to find that there was such an edict from 221 B.C. to 191 B.C., that is for 30 years during which period all books had to be burned, and any scholar found concealing one was to be buried or burned alive, for this casts some little doubt not only on the history of the earliest times, but even upon the later time of Confucius himself. However this may be, the point I want to insist upon is rather that the existence from early times of foreign influences in China. Lao-tse is admitted, I believe, to have been descended from one of the Barmese tribes, he was not a Chinese. Thus in 600 B.C. you have a philosopher coming into China from the west, and teaching a mysticism which was very similar to that of the Jains; he may have been a disciple of the great Jain, teacher Mahavira. I say Jain and not Buddhist, for it was not the

humanism of Gautama's religion, but the mysticism of India that Lao-tse introduced. Coming down to 200 B.C. you find the Han in Yunnan in contact with the Barmese civilisation of the age of Asoka brought from India, and you find the Han again in Turkestan in the same age. In 65 A.D. Buddhism was introduced into China; and 73 A.D. Wu-Ti repelled the Huns, and the Chinese ruled in Afghanistan till 420 A.D. and later yet, when Mohammedanism impinged upon them from the west. Then in 166 A.D., as I find mentioned in a learned paper, a certain An-Ton sent an embassy to China. He is supposed to have been Marcus Antoninus, and we know that at this time the Romans had a silk trade, the silk being brought to Rome along the Central Asian trade route, and fabulous prices being paid for it. When we come down to the time of Justinian in 530 we find it said in Chinese history that certain people in the west whose capital was Antioch—supposed by some to mean Antioch—tended silk-worms. This was about the time when Justinian sent silk-worms from China and brought them to Antioch and to the Syrian coast, and began the making of silk in the West. Then coming to 1000 A.D. you find the Khitai of Central Asia, a great people in the Middle Ages, they had an alphabet of their own much like the Uigur alphabet, and a civilisation of their own; and they subjected the north of China, so that the Chinese are still called by the Russians Khitai; and this Mongolian people thus came in the opposite direction through Eastern Turkestan to Northern China. Then coming to the 13th century, Mongols, under Temengiz Khan, entered China on the north, and in the time of Marco Polo, Kublai when that dynasty decayed, and the Chinese were left to themselves, the great Ming civilisation seems to have been founded on the Mongolian. And then came the Manchus, who brought in a further foreign element. I say, considering these things, we cannot suppose that China was always closed to the outside nations from a very early period; and we may therefore think that there must always have been to a certain mixture of races in China, as there is in every country on the earth even in the earliest times of which we can find any account with regard to the Chinese race whether you do not consider that there is more than one element of nationality in China.

Of course, I am only repeating what I have heard more than one Chinese scholar say when I urge that there are two separate stocks, the North Chinese and the South Chinese. In the north there is the Mongolian element; in the south an element which is perhaps more distinctively Chinese, but nearer akin to the populations of Siam and Borneo. Both these stocks belong to the one great race, which we call Turanian. Turanian I think is an excellent title for it. Turan was the country beyond Persia—Turkestan—and that was the home from which this great race spread eastward. In China, then, there are now two great branches, the northern branch which is Mongolian Turkish, and the southern which is called Malayan, which perhaps in a softer climate became smaller, with smaller features, and which was more like what we consider typical of the Chinese of the present day. Both stocks do not grow still late in life, a peculiar double fold of the eye-lid and a slanting eye; these peculiarities are to be found in the physiognomy of the northern and southern branches alike. If you go back to the beginning of civilisation in the west, 3000 B.C., there you find the same Turanian type. The Mongolian and the Turks are, however, nearest to the ancient Akkadian and Hittite or non-Semitic population of West Asia. But both the southern and the northern branches of the Turanians are certainly akin to this one original race. You find portraits of the Hittites, and of the Akkadians themselves, with slanting eyes, and pig-tails like those of the Manchus, who forced the pig-tail on China in our seventeenth century.

Then if we go still further into the matter, if we study their language we can have no doubt that in ancient Babylonia this stock which has peopled North China existed from the earliest historical period.

Professor J. de Lacouperie, in 1887, wrote a very interesting book on "The Languages of China before the Chinese," and collected a large number of the aboriginal dialects mentioned in history, and of the existing dialects of the aborigines earlier than the civilising element that came in after. Even among these you constantly find that there are words in the vocabularies which he gives, which are closely similar to the words of the Akkadian languages. Now I do not know whether I am heretical in my view, but I have often heard Chinese speak of this as a mono-syllabic language, and I have heard the slightest hint that last really means. Mono-syllabic would mean a language of words that are mono-syllables. No doubt the Chinese roots are all mono-syllables; so are the roots of a great many other languages—the roots of our own language originally, and the roots of other European languages and of all Turanian languages, are mono-syllabic. But although Chinese is in a very early stage of grammar, still I read in the dictionaries that they have "diamond-shaped" words to denote a particular meaning. If you want to want to say, to observe, you say "see"; and use similar combinations that are not peculiar in principle to Chinese, but belong to many other languages if you trace them back far enough. The Chinese also form words by putting the suffix—ki for the adjective or for the agent, and they form verbs by putting lo before the root exactly as you find in Turkish and ancient Akkadian; and this even applies to the sound themselves. It has also been stated in a very learned paper I once read that there is an evident connection between Chinese and Mongolian. If it is admitted that this is the case, you have the most intimately connected with the Turkish, while the Turkish is the direct descendant of the ancient Akkadian. If it is admitted that the Mongolian and the Chinese have a connection you thus have necessarily a chain of language connecting you with Babylonia. The Akkadian, however, is much nearer to the Turkish, the pure Turkish of Central Asia, than it is to Chinese. I have had cause to investigate that matter and I have found in this study of the two languages, in 1899, in a lecture at the Society of Arts on the "Early History of Chinese Civilisation," he brought out a list of 50 ancient Chinese words which he compared with 50 ancient Akkadian words. I do not venture to express any opinion on the Chinese words, but he was not always right in regard to Akkadian words, yet at least half of his comparisons were certainly convincing. But then words alone are not sufficient, because all the possibilities of loan from other languages have to be considered. I

went into this subject some years ago and I learned from Ebel's Dictionary, published in 1877, and from Chalmers' Dictionary, published in 1878, that the Cantonese was regarded as the oldest of Chinese dialects. Ebel says that this dialect was derived directly from the ancient Chinese language, and thus it appeared that the Cantonese dialect was the safest for the purpose of comparison with Akkadian. Chalmers says that the old terminations of the words are better preserved in Cantonese than in the Mandarin dialect. So I went through the Mandarin dictionary, by Doolittle, published in 1872, and found it was evident that the Cantonese was a much older dialect than the Mandarin, though the Mandarin preserves the initials; and I found at least 90 or 100 Cantonese words that were evidently the same as in Akkadian. Well, you will say 9 or 10 words are not much out of a dictionary of 10,000 words; but you will remember that in early times vocabularies were not large. It is said (though this is disputed) that even the English speaks of the present day do not really use more than 500 words; and in the inscriptions found on monuments in Akkadian, only about 400 words are used. Therefore, if you consider the limitations of these old vocabularies, to find a quarter of the Akkadian words preserved in a dialect at the present day is something well worthy of the consideration of specialists who could say what the oldest forms of Chinese words were. I do not think that the connection with Akkadian can be very close, because the grammar is not the same; and grammar is a more permanent element in a language than is the vocabulary. The pronouns are not the same, and the numerals are not the same as in the Akkadian; on these and other points in which the Akkadian differs very greatly from the oldest Chinese that we can study. But still the two languages belong to the same class, and appear to have had a remote connection. That seems to be the conclusion at which anyone who has studied the subject in detail must arrive.

So much in regard to language and race. In regard to religion there is no doubt that the general principles of native religion in China are exactly the same that you find in ancient Babylonia and Syria amongst the Akkadians and Hittites. For instance, the great sacrifices in China to Heaven and Earth, which were the two principal Akkadian deities. Then there are the middle sacrifices to the Sun and Moon and various other deities; and you find these gods coinciding with what were the old Akkadian secondary; and the inferior are to the Clouds, and the Rain, and the Wind, and the Thunder, and the Mountains, and the Rivers, and the Sea. Well, we have a treaty of the fourteenth B.C. made by the Hittites—their great treaty with Ramesses the Second—and in this they swore by the Clouds, and the Mountains, Rivers and Sea. So you could not have a closer comparison of two systems of "animism" than that which is found in this ancient inscription and in the account of Chinese sacrifices.

If you turn to the myths about the duties you come to much the same result. There are the "three kings," three Chinese kings who are exactly like the three great gods of Heaven, and Earth, and Hell that you find in Babylonia. And you have the story of Pwang-Ka who was turned into various elements, or sacrificed himself to himself, and from whom the whole creation then sprang. Well, you have very much the same story about Gayomard in Persia and Marduk in Babylonia, who made man from his own blood. And the Flood story you find all over Asia and Europe. In China the flood is a river flood. I do not know whether that is sufficient to make it distinct from a sea flood, but even the Babylonian floods were due to the rising of rivers. And above all you have the story of Paradise. It is notable that the Paradise of China is in the west, that the Indian Paradise with its tree of life was in the north-west, that the Hebrew Paradise was in the east; and the Babylonian Paradise, as far as we can judge, was really also in the east. It seems as if these peoples all remembered the home from which they came. Their old home was Paradise to them; and as they spread over the earth those who went east had their Paradise behind them in the west; and those who went west thought of the Paradise behind them in the east. The Kuen-lun Paradise has a jewelled peach tree just as the other Paradieses have the tree of life. They all, to my mind, must have come from one original, from one central story. Then, too, there are other legends connecting China with the west; the legend, for instance, of the wolf-child—of the child suckled by a wolf—in China attributed to the country of the Huns where Kwen-Mo, a wonderful child nursed by a wolf became a hero; which is the same story that we get in Rome; and Romulus and Remus were not Aryans at all. The legend is Etruscan, and a story of the Etruscans means a Turanian story in Italy. The legend of the wolf-child is found also in India amongst the Turanians, not aryan peoples. There is also the story of the three maidens who bathed in a wonderful lake and who became the mothers of heroes. You have that story in China, and you find it too in Persia; it is a story very well known among the Zoroastrians of Persia. I may mention too the extraordinary "Cervate" custom, a custom by which it is necessary that the father should remain in bed and nurse the baby for 40 days while the mother goes about and does the work of the house; a most extraordinary and abnormal custom, you would say, and which custom was described by Marco Polo in China. Yet it is not only known there, and even known in California, but you find it in India, and you find it in Pontus in the north of Asia Minor, and amongst the Basque people in France. But in every case it is of Turanian origin. So that when the author of "Hudibras" laughs at it as a Chinese custom, he might, had he known, have found it among the Basques in France—much nearer home.

(To be Continued.)

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Hongkong, 24th May, 1909. [779]

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Hongkong, 24th May, 1909. [778]

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P. DE CHAMPMORIN,  
Agent.

Hongkong, 25th May, 1909. [2]

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Hongkong, 26th May, 1909. [785]

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E. A. HEWITT,  
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Hongkong, 26th May, 1909.

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PLAN OF TIENTSIN (KIAOCHAU).

PLAN OF FOREIGN CONCESSION, SHANGHAI.

PLAN OF HONGKONG (SHANGHAI) with inset showing the EXTENDED SETTLEMENT.

LARGE PLAN OF THE CITY OF VICTORIA.

PLAN OF THE PEAK.

PLAN OF NEW TERRITORY (KOWLOON).

PLAN OF KOWLOON.

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Great Britain—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1858; Convention, 1860; Rules for Joint Investigation of Customs, 1860; 1869; Chiaoow, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burma Convention, 1897; Kowloon Extension, 1898; Weihaiwei, 1898; Convention, Commercial; Shanghai, 1902; Emigration Convention, 1904.

France—Tientsin, 1858; Convention, 1880; Tientsin, 1885; Conventions, 1886, 1887, and 1896; Frontier Trade Regulations, 1896; United States—Tientsin, 1858; Additional, 1868; Peking, 1880; Immigration, 1894; Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1880; Kiaochow Convention, 1898; Railway and Mining Concessions, 1898.

Japan—Shimonoseki, 1895; Liaotung Convention, 1895; Commercial, 1896; New Port, 1898. Supplementary Commercial, 1901.

Russia—S. Petersburg, 1891; Russian Land Trade, 1891.

Portugal, 1888; Commercial Treaty, 1894.

FINAL PROTOCOL, made between China and Eleven Powers, 1901.

## TREATIES WITH JAPAN

Great Britain, 1894; Duties Convention, Russia, Agreements as to Cores; United States, Extraterritorial Treaty, 1886; Great Britain (Alliance) 1901; Russia (Potsdam Treaty) 1905.

## TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1876; Japan, 1895; United States, 1882; Great Britain, 1895.

## TREATIES WITH SIAM

Great Britain, 1856 and 1858; France, 189 and 1904; Japan, 1893; Russia, 1893.

Great Britain and France, Siam's Frontier; Great Britain and Russia, Railway Convention, 1899.

## CUSTOMS TARIFFS

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PLAN OF KOBE AND HYOGO.

PLAN OF FOREIGN SETTLEMENTS, TIENTSIN.

PLAN OF TIENTSIN (KIAOCHAU).

PLAN OF FOREIGN CONCESSION, SHANGHAI.

PLAN OF HONGKONG (SHANGHAI) with inset showing the EXTENDED SETTLEMENT.

LARGE PLAN OF THE CITY OF VICTORIA.

PLAN OF THE PEAK.

PLAN OF NEW TERRITORY (KOWLOON).

PLAN OF KOWLOON.

PLAN OF MANILA.

PLAN OF SINGAPORE.

PLAN OF BATAVIA.

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